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FROM

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# Brotherhood

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# Journal

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# CONTENTS OF VOL. L

1916

## ILLUSTRATIONS

	PAGE		PAGE
Asheville, N. C., Union Meeting Group .....	359	General Committee of Adjustment Northern Pacific Ry.....	27
Barker, Bro. E. L., Div. 10.....	37	Gilbert, Bro. Geo. W., Div. 46.....	887
Barlow, Bro. I., Div. 658.....	311	Golden Gate .....	270
Barrett, Bro. Wm., Div. 37.....	208	Great Northern Veterans.....	89
Beam, Bro. Chas. F., Div. 20.....	128	Group in Arkansas, A.....	191
Bishop, Bro. A. F., Div. 385.....	404	Hammond, Bros. Chas. C., Div. 567.....	35
Brockman, Bro. F. W., Div. 160.....	132	Hatfield, Bro. W. R., Div. 283.....	502
B. of L. E. Float in the Street Fair, Freeport, Ill. ....	1108	Haver, Bro. J. L., Div. 436.....	39
B. of L. E. Legislative Board of Tennessee .....	790	Hay, Bro. Griscom, Div. 380.....	41
Brown, Bro. R., Div. 189.....	304	Hilborn, Bro. Roscoe G., Div. 40.....	216
Brown, W. W. ....	41	Hollinrake, Bro. Thos., Div. 188.....	210
Bucking Snow in Idaho—9½ Per Cent Grade .....	275	Howley, Bro. Thos. F., Div. 403.....	258
Burr, Bros. Thos. and Wife.....	209	Interstate Commerce Commission Safety Exhibit (3 Ill.).....	350-351
Campbell, Bro. E. A., Div. 4.....	969	Jackson, Bro. J. K., Div. 394.....	889
Canfield, Bro. A., Div. 82.....	885	Jaffa Gate .....	270
Canfield, Mrs. A., G. I. A., Div. 166.....	885	Joint Annual Ball Committee, Div. 583, B. of L. E., and Lodge 597, B. of L. F. & E. ....	281
Carrigan, Bro. Thos. D., Div. 783.....	795	Joint Committee of Adjustment, Canadian Northern Ry.....	283
Church of the Holy Sepulchre.....	272	Joint Committee of Adjustment, Memphis, Dallas & Gulf System..	123
Clark, Bro. S. H., Div. 479.....	886	Joint Committee of Adjustment, Minneapolis, St. Paul and Sault Ste Marie, "Soo Line".....	28
Clyde, Bro. Thos., Div. 98.....	312	Joint Committee Minnesota & International Ry. ....	277
Cook, Bro. J. D., Div. 447.....	215	Joint Gen. Committee of Adjustment, B. of L. E. and B. of L. F. & E., Grand Trunk System 1916.....	1052
Co-operative Committee, Baltimore & Ohio System .....	467	Kelty, Bro. Daniel, Div. 121.....	129
Damascus Gate .....	270	Kemp, Frank .....	261
David or Zion Gate.....	271	Knight, W. J. ....	41
Dickinson, Bro. James M., Div. 18.....	503	Lamb, Bro. Geo., Div. 121.....	797
Dillon, Bro. Oswell, Div. 605.....	309	Lutz, Bro. Joseph, Div. 30.....	304
Donnellon, Bro. T. L., Div. 523.....	39	Lynch, Bro. Jas. Curtis, Div. 398.....	598
Eight Hour Special, The, Div. 445.....	794	McCoy, Bro. John.....	211
Empty and Load Brake Equipment (12 Ill.) .....	611-623	McGrath, Bro. M. J., Div. 18.....	215
Empty and Load Freight Brake Equipment, Load Position (3 Ill.) .....	712-714	Mann, Bro. Theodore, N., Div. 268.....	211
Engine Marie, No. 535, N. C. & St. L. Ry. ....	189	Matt Shay Locomotive, The.....	353
Federated Committee, Kentucky & Indiana Terminal Railway.....	377	Members of Joint Sub-Committee, B. of L. E., and B. of L. F. & E., Grand Trunk System.....	1051
Ferguson, Bro. J. A., Div. 671.....	310	Metcalf, Bro. Gilson W., Div. 97.....	38
Fifth St., Calumet, Mich.....	375	Milham, Bro. Jas., Div. 30.....	311
Flavin, J. T., M. M., N. Y. C. Ry.....	560	Miller, Bro. Calvin C., Div. 74.....	307
Flentye, Bro. Christ, Div. 248.....	130	Mosque of Omar.....	271
Fox, Bro. H. B., S. T. & I., Div. 190.....	305	Mottershead, Bro. Peter, Div. 117.....	307
Frothingham, Bro. Chas. W. and Wife .....	213	Mulford, Bro. J. A., Div. 612.....	501
Fruetel, Bro. W. A., C. E. Div. 190.....	305	Murphy, Bro. Dan, Div. 82.....	598
Fry, Bro. Geo. W., Div. 52.....	972	Murphy, Bro. John J., Div. 489.....	213
Garden of Gethsemane, Jerusalem.....	269	Musser, Bro. Samuel H., Div. 104.....	403
Garvey, Bro. J. H., S. T. Div. 281.....	217	New York Central Joint Working Committee (Lines East) 1916.....	284
General Committee of Adjustment L. & N. Ry. System.....	193	Noble, Bros. Thos., Div. 370.....	1057
General Committee of Adjustment Santa Fe Proper.....	194		

# ILLUSTRATIONS—*Concluded*

	PAGE		PAGE
Parker, Bro. W. H., Div. 253.....	887	Small, Bro. Robert, Div. 471.....	37
Pendergast, Bro. John L., Div. 426..	133	Snow Blockade Jan., 1916, Gilmore	
Phipps, Bro. H. I., Div. 447.....	88	& Pittsburg Ry. Armstead, Mont.,	
Prentice, Bro. J. C., Div. 214.....	795	to Salmon, Idaho, after Snow	
President Wilson Before Congress—		Plow's Work .....	463
Delivering His Message on the		Spencer, Bro. A. W., Div. 439.....	971
Eight Hour Bill.....	964	Spoor, Bro. Marvin, Div. 96.....	502
Ragonnet Power Reverse Gear (2		St. Stephen's Gate.....	272
Ill.) .....	810-811	Steel Plow in Snow Work Passenger	
Reaney, Bros. Chas., Div. 426.....	798	Service, Canadian Pacific Ry.....	465
Rickey, Bro. B. F., Div. 815.....	403	Sweets, Bro. I. R., Div. 512.....	599
Robie, Bro. Royal H., Div. 786....	797	Talliaferro, Bro. C. K. and Wife,	
Rogers, Bro. Chas. H., Div. 46.....	701	Div. 595 .....	309
Ronan, Bro. Wm., Div. 287.....	1059	Tamplin, Bro. W. H., Div. 252.....	135
Rotary Snow Plow at Work on the		Thomas, Bro. J. J., Div. 223.....	306
Gilmore & Pittsburg Ry., A, etc....	462	Vaughn, Bro. E. A.....	700
Rotary Snow Plow at Work, Canadian		Walters, Bro. J. C., Div. 405.....	1059
Pac., Moose Jaw, Sask. Can., A.	464	Wardell, Bro. T. B., Div. 64.....	600
Rullman, Bro. Fred, Div. 160.....	131	Welch, Bro. Michael, Div. 367.....	36
Schoenberger, Bro. J. P., C. E. Div.		Willis, Bro. Theo. F., Div. 474.....	35
804 .....	209	Winter Scene in Marquette, Mich., A	373
Scott, Bro. Geo. E., Div. 238.....	970	Wurtsmith, Bro. J. H., Div. 226....	133
S. F. Pump Governor, The.....	1078	Wagner, Bro. W. W., Div. 160.....	131

## MISCELLANEOUS POEMS

An Acrostic .....	173	Leap Year Refusal.....	103
Burden, The .....	787	Life's Combat .....	689
Christmas Day .....	1017	New Year's Calendar, The.....	1
Every Year .....	279	Timely Advice .....	285
How Do You Tackle Your Work?..	489	To The Spirit of Christmas.....	1020
Hullo! .....	488	Work and Toil.....	485

## MISCELLANEOUS PROSE

Aeronauts, The .....	948	Capturing a Bride.....	106
American Federation of Labor, Office		Case of Misplaced Confidence, A....	482
Bldg. ....	195	Chenoworth Baronetcy, The.....	867
An Eight Hour Day For All New		Child Labor Day—Why?.....	26
England Women .....	591	Christmas Message, A.....	1018
An Investment in Love.....	101	Claim On Gold Crag, The.....	673
An Inquiry and a Reply.....	592	Close Call, A.....	777
An Obedient Son.....	776	Commendable Commandments .....	296
Apple of Ivory, The.....	759	Committee on Industrial Relations,	
Around Snake Corner.....	955	Washington, D. C. ....	390
Assistant Bookkeeper, The.....	15	Compensation Law Upheld.....	963
At Monte Carlo.....	764	Complication Removed, A.....	951
Aunt Agatha's Diplomacy.....	109	Conscription of Wealth.....	488
Aunt Alvina's Castle.....	781	Co-operation .....	485
Aunt Susan's Money.....	570	Cost of Living in England, The.....	786
Australian Workers Must Rely on		Courts Responsible For Labor's Trials	587
Unions .....	199	Cryptogram, A .....	878
Bandbox Baby, The.....	853	Daisy's Hero .....	578
Bankruptcy In the Court of Love....	1	Danger of a Government Secret, The	584
Bannerman's Castle .....	465	"Department of Labor," The.....	26
Begun On a Phone.....	389	Doctor's Story, A.....	877
Benjamin's Love Affair.....	380	Doll's House Caught Train Robbers..	386
Bereaved .....	576	Dolores and Marta .....	676
Betty's Answer .....	960	Duke's Daughter, The.....	178
Bianca .....	681	Dunston's Revenge .....	476
Blue Butterfly, The.....	461	Early Struggle Toward Trades Un-	
Born To Be Ragpickers.....	295	ionism .....	121
Boss's Wife, The.....	290	Easter Sermon, Trinity Memorial	
Both Wanted To Know.....	120	Church .....	273

# MISCELLANEOUS PROSE—Concluded

	PAGE		PAGE
English Trains to Run in Air Raids..	690	Mr. Barnackel .....	772
Estelle Martindale's Plow.....	173	Mr. Periwinkle's Fiddle.....	1022
Falling On One's Feet.....	686	My Cousin From America.....	481
Fatima .....	473	My Management .....	1038
Ferretting Out An Injustice.....	117	Mystery of Jewels, A.....	112
First Steam Railway in the South, The .....	293	Nasty Mind, The.....	785
First Violin, The.....	388	New Automobile, The.....	872
Forgotten Existence, A.....	784	New Year's Prescription, A.....	4
Fountain of Youth, The.....	883	New Year Resolution, A.....	8
Friday in America.....	120	Not Citizens, Yet Voters.....	487
From Committee On Industrial Re- lations .....	23	Observations of the Office Boy.....	688
Gentleman Chauffeur, A.....	18	Old Yellow Pitcher, The.....	373
Get \$9.34 a Week: Strike.....	963	On the Edge of a Precipice.....	188
Ghost of Alvin, The.....	185	Once Overs .....	489
Gibson Robbery, The.....	182	One Eye On Him.....	567
Girl of Tennessee, A.....	585	One Too Many Cooks.....	383
Good Enough For a Servian.....	876	Picture of Life, A—Drawn by Uncle Sam .....	490
Hackstaff Case, The.....	115	Policy of Peter, The.....	881
Hank Elwood's Conversion.....	779	Power of Music.....	786
He Saw The Sign.....	489	Power of Song, The.....	780
Heroine of My Story, The.....	775	Punishment .....	590
His Chief D'Oeuvre.....	864	Queen's Birthday Gift.....	104
His Cousins .....	280	Railway Accident Record of Austra- lia, The .....	295
His Monument .....	471	Real Meaning of Our Celebration... ..	586
His Race For Life.....	762	Round Robin, A.....	958
His Unlucky Day.....	120	Saved On the Gallows.....	20
How December 25th Was Chosen.....	1017	Shack .....	945
How I Saved My Brother.....	952	Shrewd Business Deal, A.....	770
How Jim Donnelly Made a Success.....	283	Simon Pedrick's Discovery.....	861
How Money Grows.....	295	Sinclair Inn .....	1031
If You Want Friends.....	1040	Sneeze Without Winking.....	391
Immigration .....	486	Spider Instinct .....	296
Inez Herrara .....	858	Stella's Christmas .....	1034
Infallible Charm, The.....	1040	Story of Hungary, A.....	774
Interference of Kitty, The.....	10	Story of Old New York, A.....	191
James Crowley, Gentleman.....	767	Test of Vision in England.....	122
Jerusalem—The Holy City.....	269	Thirteenth Floor, The.....	870
Jewelry For a Gentleman.....	377	Thorley's Heart Trouble.....	953
Jim Gay .....	468	Thrift .....	292
Joke That Miscarried, A.....	483	Toil of Progress, The.....	856
Katrina's Choice .....	5	Tom Lawrence's Christmas Gift.....	1026
Kidnaping, A .....	176	Twice Given .....	1020
Knows Power of Organization.....	297	Two Camphor Wood Boxes.....	1034
Labor Day Speech All Right.....	687	Vision, A.....	187
Labor Injunction Denied .....	787	War Economy—For Workers.....	297
Labor Power Not a Commodity.....	789	What are Practical Measures.....	688
Letter That Came a Day Too Late, A ..	22	What a Cornet Did.....	581
Loco Record, The.....	588	White Goose, The.....	287
Locomotive Boiler Inspection Law..	690	Who Am I?.....	489
Long Hours Cause Death.....	690	Who Believes It?.....	689
Long Hours and Consequences.....	591	Who Captured Him.....	13
Lost and Found.....	683	Woman Who Waited, The.....	1028
Making a Man of Him.....	286	Wooing of Pamela, The.....	573
Milly's Easter Hat.....	276	Working On a Principle.....	478
Misapprehension, A .....	879	Your Job.....	689
Miss Potifer's Pomeranian.....	678	Youth and Age.....	874
Mocking Bird, The—Mimicker and Songster .....	181		

## LEGAL NEWS

	PAGE		PAGE
Blacklisting .....	199	Illinois Legislation .....	1043
Decisions Under the Safety Appliance Acts .....	392	Laborers Raise Wages .....	1051
Employer is Held Liable—Reaches Supreme Court .....	200	Maine Passes Fifty-Four Hour Law .....	1044
Ends Suit for Damages .....	200	New Federal Workmen's Compensation Law .....	1044
Fundamental Principle of Arbitration, The .....	1047	Strike Cases Dismissed .....	1051
		Wages and Hours for Women and Children .....	1043

## CORRESPONDENCE—POEMS

Ahead and Behind .....	493	My Best Girl .....	492
Approval, The .....	1053	Old Time Engineer, The .....	884
Deacon Jones .....	884	Reward of Merit .....	791
He Is Your Friend .....	124	Stand Fast .....	792
Heroes of The Rail .....	491	Susie Brown .....	793
Jim Boggs .....	969	Thorns and Roses .....	1054
Labor's Tribute .....	965		

## CORRESPONDENCE—PROSE

All the Troubles Are Not Ours .....	692	Eight Hour Conference in New York City .....	697
Annual Report of Health Ins. Div. 53 of B. of L. E., Jersey City, N. J. ....	218	Eight Hour Day, The .....	300, 401, 492, 596, 967
Attend Meetings .....	300	Eight Hour Movement .....	699
Badge of Honor .....	303	Eight Hour Day Settlement .....	398
Baker, Bro. J. R., Honored .....	128	Eight Hour Special Won the First Prize .....	794
Barker, Bro. E. L., Div. 10 .....	37	Eight Hour Day and Time and One-Half for Overtime .....	396
Barlow, Bro. Isaac, Div. 658 .....	311	Evolution .....	695
Barrett, Bro. W., Div. 37 .....	208	Expensive Luxuries .....	966
Beam, Bro. C. F., Div. 20, Retired .....	128	Extra Man, The .....	791
Better Attendance at Meetings .....	884	Extra Man, The—Conventions .....	493
Bishop, Bro. A. F., Div. 385, H. M., G. I. D. ....	404	Farm Home For Railway Men, A... ..	32
Brotherhood Insurance .....	30	Ferguson, Bro. J. A., Div. 671 .....	310
Bro. Davis and Eight Members of Div. 60 .....	127	Fifty Years of Actual Service .....	33
Bros. Fruetel and Fox, Div. 190 .....	305	Fifty-one Years In Railroad Service .....	35
Bros. Gilbert and Tighe .....	886	Flentye, Bro. Christ, Div. 248 .....	129
Brown, Bro. S. W. ....	499	Floating Element, The .....	792
Brown, Wilson W. and W. J. King .....	40	For the Unemployed Brother .....	494
Burr, Bro. Thomas, Div. 188 .....	209	Frothingham, Bro. C. W., Retired .....	212
Campbell, E. A., Div. 4 .....	969	Fry, Bro. Geo. W., Div. 52 .....	971
Canfield, Bro. A. and Wife, Div. 82 .....	885	Garvey, Bro. J. H., Honored .....	216
Carrigan, Bro. T. D., Div. 783 .....	794	Give the Boy a Chance .....	204
Clark, Bro. S. H., Retired .....	886	Hardship In Switching Service .....	495
Clark's, Bro. S. R., 83d Birthday .....	207	Hatfield, Bro. W. R., Honorary Member G. I. D. ....	502
Closed Doors .....	303	Haver, Bro. J. L., Div. 436 .....	39
Closed Shop, Etc. ....	202	Having Eyes That See .....	201
Clyde, Bro. Thos., Div. 98 .....	312	Hay, Bro. Griscom, Div. 380 .....	41
Coffin, Lorenzo S. ....	504	High-Powered Headlights .....	699
Comparison, A .....	693	Hilborn, Bro. Roscoe G., Honored .....	216
Cook, Bro. John D., Div. 447 .....	214	Hollinrake, Bro. Thos., Honored .....	210
Dana, Bro. G. M., Retired at 70 .....	402	Honorary Badge For Bro. J. K. Jackson .....	880
Debatable Question, A .....	399	How Good .....	125
Dickinson, Bro. J. M., Div. 18 .....	503	Imagination .....	496
Dillon, Bro. Oswald, Div. 605, Pensioned .....	308	Initiation by Div. 464 .....	698
Discontent .....	594	It's Fair to All .....	301
Dispatcher and The Engineer, The .....	400	Kelty, Bro. Daniel, Div. 121 .....	129
Donnellon, Bro. T. L., Hon. Member, G. I. D. ....	38	Lamb, Bro. Geo., Div. 121, Retired .....	797
Doolittle, Wm. T., Div. 82, Retired .....	33		
Eight Hours .....	206		

# CORRESPONDENCE—PROSE—*Concluded*

	PAGE		PAGE
Lutz, Bro. J., Honorary Member		Robie, Royal H., Div. 786, Retired...	796
G. I. D.....	304	Rogers, Bro. Chas. H., Div. 46.....	701
Lynch, Bro. Jas. C., Honorary Mem-		Ronan, Bro. Wm., Div. 287, Retired..	1058
ber.....	598	Rule, G.....	400, 494
Mann, Bro. T. N., Honored.....	210	Safety Regulations.....	968
McCoy, Bro. John, 45 Years a Mem-		Saved a Drowning Boy.....	700
ber.....	211	Schoenberger, Bro. J. P., C. E. Div.	
McGrath, Bro. M. J., Div. 18.....	215	804.....	208
McLain, Bro. Geo. A., Div. 476.....	500	Scott, Bro. Geo. E.....	970
Members of Div. 160, Retired.....	130	Segner's, Bro. W. F., Silver Wedding.	499
Message From Bro. H. T. McKown,		Shall We Change?.....	205
Div. 197, A.....	204	Small, Bro. Robert, Div. 471, Retired.	36
Metcalf, Bro. Gilson W., Div. 97....	38	Space or Time Interval Between	
Milham, Bro. Jas.....	310	Trains.....	693
Miller, Bro. Calvin C., Div. 74, Re-		Spencer, Bro. A. W., Retired.....	971
tired.....	306	Spoor, Bro. Marvin, C. & N. W.	
Mottershead, Bro. P., 62 Years In		Pensioner.....	501
Service.....	307	Swandoller, Bro. Frank, Div. 82, Hon-	
Mr. Gompers Protests.....	696	ored.....	207
Mulford, Bro. J. A., Div. 612.....	501	Sweets, Bro. I. R., Div. 512.....	599
Murphy, Bro. Dan, Div. 82.....	598	Talliaferro, Bro. C. K., Div. 595....	309
Murphy, Bro. J. J., Div. 489.....	213	Tamplin, Bro. W. H., Honorary	
Musser, Bro. S. H., Div. 104, Retired.	403	Member.....	134
Noble, Bro. Thos., Made Honorary		Tell Us What You Think.....	595
Member.....	1057	Thomas, Bro. J. J., Honorary Mem-	
Old and the New Home, The.....	126	ber.....	306
Old Year and the New, The.....	29	To Our Brother Engineers.....	298
Open the Doors to Employment.....	595	Transportation For Old Members...	302
Order, The—Fallibility—Convictions.	497	Trip to the Old Home, A.....	1055
Panama Canal Engineers' Longevity		Up to the Engineer.....	1053
Pay.....	205	Vaughn, Bro. E. A.....	700
Parker, Bro. W. H., Div. 253.....	887	Veterans, The.....	792
Pendergast, Bro. John L., Div. 426...	132	Walters, Bro. J. C.....	1059
Pessimist, The.....	124	Wardell, Bro. T. B., Honored.....	599
Prentice, Bro. J. C., Div. 214.....	795	Welch, Bro. Michael, Div. 367.....	36
Railroad Men's Home... 42, 135, 218, 313,		What Is a "Brother?".....	697
405, 504, 600, 701, 799, 889, 972, 1060		Wife's Point of View, A.....	1056
Railroad Game, The.....	694	Willis, Bro. T. F., Honorary Member	
Railroading In Cuba.....	491	G. I. D.....	34
Railroading In the Past.....	31	Workingmen and Sunday Labor, The.	298
Reaney, Bro. Chas., Div. 426, Honor-		Write For the Journal.....	965, 1054
ary Member.....	798	Write Him Up.....	698
Representation, Etc.....	126	Wurtsmith, Bro. John H., Div. 226..	133
Rickey, Bro. Ben F., Div. 815.....	403		

## WOMEN'S DEPARTMENT—POEMS

Beautiful Hands.....	702	October.....	890
Before and After.....	805	Our Principles.....	222
Best Monuments, The.....	506	Poppy Land Express, The.....	318
Dear Old Lantern, The.....	895	September Days.....	800
Do You Know.....	803	Song of the Seasons, A.....	136
First Your Loved Ones.....	223	Spring Has Come, The.....	314
Giving Your Best.....	708	Sweet Memories.....	407
Great Guest Comes, The.....	408	Sweet Sixteen.....	505
Indian Summer.....	976	Thanksgiving Again.....	973
Let's Heed the Living Friend.....	48	Three Gates.....	409
Love's Mission.....	604	To the Dying Year.....	1061
Merry Month of May, The.....	406	True Friends.....	317
My Valentine.....	138	Value of Friends.....	601
New Year, The.....	43	What a System!.....	507
No Smiling Matter.....	142	Winter.....	219

# **WOMEN'S CORRESPONDENCE DEPARTMENT**

	PAGE		PAGE
American High School, The.....	801	Mastered a New Business After Sixty	800
An Open Question.....	807	Matter of Opinion.....	408
And It Will Again.....	706	Mauch Chunk Union Meeting.....	708
Anecdotes of the Famous.....	508	Meeting In Oswego.....	607
Anniversary of Div. 18.....	409	Membership Quarter Ending Jan. 1,	
Anniversary of Div. 88.....	608	1916.....	142
Anniversary of Div. 128.....	411	Membership Quarter Ending April 1,	
Anniversary of Div. 266.....	510	1916.....	411
Anniversary of Div. 362.....	1063	Membership Quarter Ending July 1,	
Anniversary Surprise.....	318	1916.....	709
Another Link.....	222, 608	Membership Quarter Ending Oct. 1,	
Another Woman's View.....	803	1916.....	981
Appreciation.....	805	Merry Christmas.....	1061
Autumn Time.....	890	New Divisions.....	223, 979
Backbone, The.....	807	New England Union Meeting.....	509
Bed on the Tracks, A.....	142	New Year's Greeting.....	44
Believe In Yourself.....	893	Notices.....	
Bit Slow, A.....	807	52, 142, 224, 320, 608, 707, 807,	896
Blustering March.....	219	No Pity Needed.....	320
By-law Questions.....	411	Not the Reply He Expected.....	807
Care of the Baby.....	220	Not Very Busy.....	508
Chaperones For Japan.....	408	Notice From Grand Officers.....	223
Children's Sayings.....	707	Notice of Union Meetings.....	412, 511
Clever Tar, A.....	320	Ogden Union Meeting.....	140
Compliment to Our Editress, A.....	1064	Ohio State Meeting.....	606
Correction, A.....	52	Poor Enunciation.....	408
Country Girl, The.....	803	Prepared.....	807
Difference of Opinion.....	49	Real Protection.....	706
Division News.....	50, 142, 224, 321, 412,	Ring is Still the Sweetest Gift of All,	
511, 609, 709, 807, 896, 979, 1065-	1067	The.....	895
Dollars and Sense.....	974	Rise in Oats.....	806
18th Anniversary.....	410	Runaway Boy, The.....	604
Exclusive.....	708	St. Valentine's Day.....	137
Fact and Fun.....	320	Saved by a Song.....	508
February.....	136	Schools of Instruction.....	140, 896
15th Anniversary.....	410	Second Anniversary, Div. 546.....	511
Fraternalism and Insurance.....	702	Seek Good and Ye Shall Find It....	507
Friends.....	894	Should Girls Do as They Please?....	706
From a Sister In India.....	314	Should a Woman Work Outside of	
Genuine Surprise, A.....	141	the Home?.....	601
G. I. A. Voluntary Relief Association,		Silver Anniversary.....	1063
52, 143, 228, 324, 414, 513, 610, 711,		Simple Remedy For Hay Fever.....	975
809, 897, 981, 1070		Sixteenth Anniversary of Div. 116..	511
Girl Plays Matador.....	409	Soda Bath, The.....	976
Glad New Year, The.....	47	Start the Day Right.....	1062
Golden Wedding Anniversary.....	47	State Union Meeting of Virginia and	
Grand Organizers and Inspectors....	223	West Virginia.....	222
Greetings.....	43	Strange Answers.....	895
Greetings From the V. R. A.....	45	Stunning Product, A.....	508
Happy New Year to All.....	43-45	Successful State Organization.....	1065
Harrisburg, Pa., Union Meeting.....	411	Sure Thing.....	508
Household Philosophy.....	707	Tennessee State Meeting.....	805
How Those Women Are Butting In!	319	Tenth Anniversary.....	47
Incident In a Lumber Camp, An....	703	Thanksgiving Day.....	973
Indiana State Meeting.....	978	These Are Thrifty Days.....	319
Influence.....	891	Tomorrow.....	976
Invitation to Richmond.....	609	Trip to New York, A.....	804
Journal Notice.....	509, 608	Twentieth Anniversary.....	317
Joy of Service.....	705	Twenty-fifth Anniversary.....	
June.....	505	316, 607, 804,	977
Lessons From the Train.....	48	Twenty-fourth Anniversary.....	804
Let Us Be More Zealous.....	1064	Twenty-eighth Anniversary.....	221
Little Rock Union Meeting.....	510	Two Days.....	605
Making Sunday a Burden.....	603	Union Meeting.....	50, 896
Man Cannot Live Unto Himself		Union Meeting at Louisville, Ky.....	221
Alone.....	407	Union Meeting at Scranton, Pa.....	317
Man In the Cab, The.....	894	Union Meeting at Syracuse, N. Y....	606

## WOMEN'S CORRESPONDENCE DEPARTMENT—*Concluded*

	PAGE		PAGE
Union Meeting in New England.....	978	Why the Mexicans Dislike Us.....	409
Union Pacific .....	805	Widows' Pensions .....	141
Valentine Social at Portsmouth, O..	506	Widows' Rings .....	606
Washington's Birthday .....	137	Widow's Woes, The.....	704
Washington, D. C., Union Meeting..	509	Women's Activities .....	806
Wedding Anniversary.....	977	Woman Colonels.....	48
What Girls Can Do.....	139	Women as Physicians.....	506
Why Girls Go to Factories.....	138	Woman's Idle Hours.....	605
Why He Never Married.....	320	Words of Appreciation.....	220

## TECHNICAL DEPARTMENT

Appeal of American Federation of Labor .....	82	National Association of Manufacturers .....	741
Boiler Inspector, The.....	735	Old Boys .....	996
Canal Zone Conditions Will Remain the Same .....	829	One Kind of Policy.....	913
Clearance Bill In Congress.....	159	Pearson's Supports Eight Hour Move .....	632
Close the Gates.....	428	Public Opinion on the Eight Hour Day .....	737
Eight Hour Day, The.....	739	Questions and Answers.....	53,
Eight Hour Day Movement, The.....	429, 534, 637	63, 144, 154, 229, 240, 325, 335, 415,	
Eliminate Steam Pipes From Cab....	343	420, 514, 524, 611, 627, 712, 725, 731,	
Engine No. 13.....	734	810, 820, 898, 907, 982, 990, 1071, 1085	
From Committee on Industrial Relations .....	80	Salary of Safety Inspectors.....	634
Fuel Man, The.....	530	Shorter Hours For Men a Public Welfare Measure .....	739
Headlight and Bell Ringer Rules Argued Before Interstate Commerce Commission .....	73	Stick Together .....	428
Honeycomb and Clinker.....	68	Strike Not Conspiracy.....	428
Labor Must Be Protected By Its Own Organization .....	738	Three Parts of the Day.....	736
Legislative Program Progressing....	425	To Correct Unsafe Practices.....	76
Letter From Dan, A....	246, 340, 423, 631	Train Rules—Standard Code.....	70, 157, 244,
Little Men In Big Positions.....	338	341, 421, 532, 629, 729, 825, 911, 993, 1092	
Long Trains and Long Hours.....	1094	Workers "Done Up" Through Long Hours .....	740
Matter of General Interest.....	826	Wrecks .....	736

## LABOR DIGEST DEPARTMENT

Adamson Discusses Eight Hour Law .....	1000	5,000,000 Held In Prison Camps.....	836
Alabama Child Labor Law.....	1001	Governmental Generosity .....	831
Another Step Toward Industrial Justice .....	998	Government to Run Trains If Men Strike .....	832
As It Ought to Be.....	923	Great Labor Day, A.....	917
Averted Railway Strike, The.....	916	Gun Toters and Dirkmens.....	926
Bill Will Militarize New Zealand Workers .....	837	Health's Relation to Eight Hour Day.....	830
Brotherhoods Have \$15,000,000 Fighting Fund .....	923	History of the American Labor Movement .....	918
Canadian Railway—Board of Enquiry .....	836	Illinois Manufacturers' Association..	833
Compulsion Favored .....	1001	Kern-McGillicuddy Compensation Law .....	1002
Compensation Law Effective.....	835	Labor Movement an Uprising of the Masses .....	919
Defends Union Organizers.....	835	Low Wages Menace to Civilization..	1098
Defying Congress .....	1000	Modern Trades Unions, England....	920
Direct Legislation Crippled by Court.....	922	Mother's Cross, The.....	1098
Docked For Dodging Cars.....	1002	Mr. Dooley Discourses the Open Shop .....	1100
Double Tongued Capitalism.....	834	N. Y. Street Car Strikes End.....	836
Efficiency Test on the Pennsylvania.....	837	9? Labor Laws Passed In Nation.....	921
Eight Hour Day Episode.....	924	No Strike Law .....	924
Employer Endorses Eight Hour Day.....	998	President Names Defense Advisers..	1099



# LABOR DIGEST DEPARTMENT—*Concluded*

	PAGE		PAGE
Protest Against Working Seven Days		Strikebreakers' Return Trip—A La-	
Per Week, A.....	1100	bor Day Episode.....	925
Railway Labor Troubles In Spain....	837	Unceasing Conflict, The.....	833
Raise Wages 20 Per Cent.....	1001	Unionists Outwit Employers.....	921
Rational Beings .....	837	United States Buys Danish West In-	
Real Problem Remains, The.....	915	dies .....	836
Refuse to Yield Freedom.....	921	Unorganized Worker, The.....	1001
Sanction of Good Judgment, The....	915	Voice of the Newspapers.....	832
Scab Defined by an English Lawyer,		What Is "Good Government?".....	835
The .....	1099	Why Unions Are Necessary.....	1098
		Will Fight Adamson Law.....	1100

## PUBLIC PRESS DEPARTMENT

Attitude of the Press.....	347	Mr. Willard Invites Congressional In-	
Eight Hour Day Demand.....	344	vestigation .....	345
Eight Hour Day, The.....	345	National Legislative Information Bu-	
Industrial Committee's Good Work,		reau .....	348
The .....	350	No Intervention In Mexico.....	347
Interstate Commerce Commission		Railway Men's Reply, The.....	344
Safety Exhibit .....	351	Safety First .....	350
Labor War, The.....	347		

## EDITORIAL DEPARTMENT

Action Taken .....	657	High Powered Headlights.....	747
Adamson Law Applied, The.....	1005	Hiring Non-Union Men.....	549
Adamson Law and Its Application,		Honesty of the Trade Movement....	441
The .....	1104	Immigration .....	356
A. F. of L. Building Dedicated.....	746	Increased Efficiency .....	441
An Unpatriotic Appeal.....	354	Indicted For Manslaughter, Freed..	1103
American Patriots on the New		Inspector of Safety Appliances.....	747
Haven Ry.....	440	Interstate Commerce Commission—	
Attitude of the Moneyed Class.....	1105	Division of Locomotive Boiler In-	
B. & O. System Union Meeting.....	555	spection .....	357
Benefits of Organized Effort.....	1106	Join the Union .....	257
Blind Leadeth the Blind.....	746	Mail Pay .....	257
Books Received .....	86, 747	Mansfield, O., Eight Hour Meeting..	551
B. of L. E. Memorial Day.....	548	Medals For Long Service.....	440
Business Outlook, The.....	160	Memorial .....	658
Car Mileage Waste.....	549	Must Check Immigration.....	441
Chicago Sunday Union Meeting.....	558	New Year, The, 1916.....	85
Chief Boiler Inspector's Report.....	86	New York Call, The.....	746
Christmas .....	1102	New York Conference.....	655
Coal Miners' Eight Hour Day.....	549	Order .....	656
Commercializing Membership .....	548	Organized Labor a Permanent	
Cousin of President Flays Wilson In		Factor .....	1006
Sermon .....	934	Pensions and Purpose.....	744
Discipline of Enginemen.....	656	Public Land Given to Railroads.....	659
Efficiency, Taylor, Etc.....	744	Queer Origin of an Invention.....	657
Eight Hour Controversy.....	838	Rail Law Probe to Be Complete.....	934
Eight Hour Day, The.....	353, 927	Railroad Commissions and Railroads..	356
Eight Hour Day Developments.....	742	Railroad Working Agreements and	
Eight Hour Day—Freight and Yard		Disagreements .....	658
Service .....	248	Report of Committee on Industrial	
Eight Hour Day Meeting, Cam-		Relations .....	441
bridge, Ohio .....	554	Reward For Service.....	440
Eight Hour Day Preparedness.....	352	Richmond Union Meeting, The.....	844
Eight Hour Day In Railway Service..	440	Safety First Exhibit.....	655
Eight Hour Union Meetings.....	442-448	Status of the Eight Hour Movement	743
Figuring Employer, A.....	551	Successful Humane Efficiency.....	745
Four Unions Federated, The.....	355	Thanksgiving Day.....	1005
Fraud .....	160	Tower Men .....	745
Helpful Hints .....	257	Trainmen Do Not Falter.....	439

# EDITORIAL DEPARTMENT—*Concluded*

	PAGE		PAGE
Traveling Engineers' Association, The .....	160	Walsh Report, The.....	257
Traveling Engineers' Convention, The .....	448	Warning to Railroad Employees— Mexico .....	257
Vigorous Commendation of Eight Hour Day .....	550	We Must Work More Hours.....	256
		What Employees' Demands Mean...	253
		Will Not Apply the Law.....	933

## LINKS

January .....	86
February .....	161
March .....	258
April .....	357
May .....	449
June .....	559
July .....	662
August .....	747
September .....	844
October .....	937
November .....	—
December .....	1107

## INSURANCE

January .....	97
February .....	169
March .....	264
April .....	369
May .....	456
June .....	563
July .....	668
August .....	756
September .....	849
October .....	941
November .....	1013
December .....	1112

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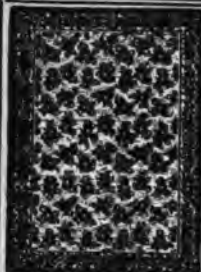
Vol. 50

JANUARY, 1916

No. 1

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Number 1

### The New Year's Calendar

BY NELLIE M. COYE

What do you think the New Year would do,  
If he were a bright little lad like you,  
With chances waiting on every hand  
To be brave and loyal, to take a stand  
For right and justice and all that goes  
To the making of heroes the whole world knows?

Would he stone the cow? Would he shoot the bird,  
To leave its young with their cries unheard?  
Would he torture the cat and call it fun?  
Would he trap the little wild things that run  
And gambol and frisk through the forest free,—  
God's little creatures,—and, oh, would he  
Checkrein the horse as he bears his load  
Patiently over the stony road?

'Tis ever the deeds of love and cheer  
That bring most joy to the glad New Year.  
Then write its pages with kindly deeds,  
Ministering ever to others' needs.  
The stone, the trap and the murderous gun  
Have never trophies of honor won.  
A handful of grass to the bending head  
Of the hack horse often but poorly fed;  
Apples and sugar in place of blows,—  
The boy who ever this kindness shows,  
Will never cruelly, wantonly kill  
The little creatures of field and hill.

If I were a bright little lad like you,  
The New Year would find me loyal and true.  
Deeds of mercy more precious are  
In the New Year's unwritten calendar  
Than pomp and honor and glory bought  
By a cruel deed or an unkind thought.

—Our Dumb Animals.

### Bankruptcy in the Court of Love

BY MILLARD MALTBIE

"Bella," said Mr. Dudley to his daughter on the 31st of December, handing

her a birthday present and giving her a kiss, "don't you think that a girl of 19 is old enough to settle down and take some thought for the future?"

"I certainly do, papa."

"Today you begin a new year in your life, and tomorrow you begin a new year of the calendar. Suppose you do some thinking as to your actions during the past few years, make up your mind as to what is necessary in your case and form such resolutions as may seem essential to your future happiness."

"Tell me what you think necessary."

"The main thing I have in mind is this: The most important event in a woman's life—so I consider it—is her marriage—that is, if she is to be a wife. I have noticed in you an unfortunate propensity to regard those things which are preliminaries—in this country, where people usually marry for love—to the union of a man and woman, with the consequent rearing of a family, very much as you would consider a game of tennis.

"This, my daughter, is all wrong. Love is nearer akin to divinity than any other part of our nature. It is serious—very serious. I, your mother, your brothers and sisters, we who form a group so closely cemented, are held together by this one element in the composition of life—love."

"Oh, papa, how beautifully you talk!"

A shadow passed over the father's face, realizing from this remark that he had not produced the impression he de-

sired. He was turning away disappointed when his daughter caught his hand.

"Really, papa, explain what you mean, and I will do what you wish me to do."

"Well, then, to come down to plain language, stop flirting."

"Oh, that's what you are driving at!"

"Yes. Tomorrow morning when you wake up refreshed after a good sleep think over your treatment of worthy and worthless young men, which is based merely on your fancy, and make a resolution that if you have any encouragement to bestow upon any one of them it will be given to some one who should you marry him—and you are now at a marriageable age—will make you a worthy husband, one you can be proud of before the world."

Bella sat musing.

"A penny for your thoughts," said her father.

"I was thinking that tomorrow morning will be a better time to make such resolutions than now."

"Why so?"

"Well, tonight I go to the Seymours to see the old year out and the new year in."

"What has that to do with resolutions?"

"Why, Jimmy Halliday will be there, and yesterday, just because I accepted a rose from Tom Erskine, he passed me on the street, pretending he didn't see me."

"Well?"

"Why, papa, you don't think I'm going to stand that, do you?"

"Do you care especially for Halliday?"

"Care for him! Of course not."

"Then why should you trouble yourself about him?"

"Oh, papa, how stupid you are! You don't understand such things at all. I will give Jimmy tonight as good as he has given me. Tomorrow morning I will make your resolutions"—

"My resolutions!"

"I mean that I will reform as you desire."

Her father, who adored her, gave her another kiss and left her, feeling that his words had been without effect. Not

so Bella. She had really been impressed, but not for such general reasons as had been mentioned by her father.

Far down in the bottom of her heart was a soft spot into which a certain quiet, reserved young man, Edward Corwin by name, had settled himself without asking her permission. She had treated him in accordance with her usual methods, with the result that he had locked himself up—to speak figuratively—and all her efforts to get at him had signally failed.

Miss Dudley passed the evening of the 31st of December at Seymours', danced the cotillion with Tom Erskine, failed to favor Jimmy Halliday, smiled on Elliott Tracks and sat out a figure with Fred Swords, when she made up a spat with him, throwing him into ecstasies. Then when all were assembled about a round table feasting the new year in, she exchanged bonbons with Bob Sparkles, reviving a hope that had nearly died out. As for Edward Corwin, he was not present.

On New Year's morning Bella awoke and looking at a tiny clock on a bracket, saw that it was 11 o'clock. Then she remembered her New Year's resolutions, and a troubled expression passed over her young face. New Year's morning was not so good a time for reform as she had supposed. A flower lay on a table that she had accepted graciously from Erskine, and she had agreed to go out with him for a ride at 3 in the afternoon. Halliday had been brought to his senses—so she considered it—and had received permission to call at 4 for the purpose of making a humble apology. Sparkles was due in the evening to say something very particular, but since Swords was also expected she did not see how he would have an opportunity.

Bella was very much ashamed of herself. It was easy for her to make resolutions, but how was she to keep them? Keeping resolutions is largely dependent upon freedom from temptation. But she had provided temptations that would beset her all the afternoon and evening of New Year's day. To make matters worse, she remembered several other engagements she had made with young



men the day before the evening spent with the Seymours.

The word bankruptcy is usually considered to pertain to financial matters. Nevertheless there are a great many kinds of bankruptcy. There is social bankruptcy, where one is swamped with invitations; there is bankruptcy in one having assumed more duties than he can attend to. Miss Dudley's bankruptcy was that she had permitted too many young men to believe that there was a possibility for each of winning her. It occurred to her that the first resolution she should make was to apply for a discharge in the court of love. After such discharge she might make her resolutions not to become further involved.

Suddenly an idea occurred to her. She would simply "fail." She had heard of merchants failing, which she understood to mean that they simply lay down and let the throng of creditors pour over them. She would cut all her engagements—every one of them.

But how escape them? Flight occurred to her—ignominious flight. But flight alone was repugnant to her nature. Then she considered keeping her appointment with one of her suitors. No; that wouldn't do at all. Next came an idea of making a brand new engagement. She lay for some time turning this last proposition over in her mind, then made one fundamental resolution upon which a superstructure of good intent should be based.

It was 12 o'clock noon on New Year's day. Edward Corwin, lawyer, had been spending the morning in his room at home over an intricate case that he was obliged to work out and was thinking about luncheon when there came a ring at the telephone.

"Mr. Corwin?" came a woman's voice.

"Yes, I am Corwin. Who is it?"

"Bella Dudley."

"Oh, Miss Dudley! Happy New Year!"

"Same to you."

There was a brief pause, after which Miss Dudley proceeded: "This is a fine, sunshiny day. I suppose you are free on a holiday? It seems a pity to stay in the house with nothing to do. I wish they would revive calling."

"I am disengaged for the afternoon."

"How would you like to drive me in the runabout?"

"Very much. But I am surprised that you have no engagement for the day."

"If I told you that I have a lot of them and propose to break them all for you, you wouldn't believe me."

"And if you told me you had had no opportunity to make them I wouldn't believe you."

"True. Therefore never mind my engagements. Come at 3 o'clock and we'll have a spin."

"I'll be with you, most assuredly."

"One moment, please."

"A dozen, if you like."

"I would prefer to dine somewhere. Suppose we go to Summerset and dine at the Antlers. That would suit me if it will not be too cold for you coming back at night. Summerset is thirty miles, you know."

"I'll stand the cold."

"Very well. Summerset it is, with dinner at the Antlers, 3 o'clock. We'll go round by Turnersville."

"That will be fine. Goodby."

"Goodby."

"Bella," said Mr. Dudley on the morning of the 2d of January, "didn't you find it cold riding last night?"

"We had plenty of robes."

"What time did you get home?"

"About 10 o'clock."

"Several young men called in the afternoon," said Mrs. Dudley, "and two in the evening. They all seemed disappointed in not finding you."

"Did they, mamma? Please pour my coffee."

When the family rose from the breakfast table Bella told her father that she had something to say to him and, taking his hand, affectionately led him into the library.

"Papa," she said, "I've reformed."

"How long will the reformation last."

"Always. I'm engaged."

"Engaged?"

"Yes, engaged."

"For how long?"

"Forever."

"To whom?"

"Mr. Corwin."

The father embraced her.

"Do you believe the engagement will stick?" asked Bella.

"Yes," said the father.

"Why this man more than the others?"

"The others were Tom, Dick and Harry. This is Mr. Corwin. But how did you figure it out so quickly, sweetheart?"

"I concluded to go into bankruptcy in the court of love. But, realizing that I would get in the same fix again, I concluded to marry the man I really want and remove temptation."

However, that had the same result as bankruptcy, for marriage gives a clearance for all outstanding love debits.

### A New Year's Prescription

BY SARAH BAXTER

"Good morning, Jim."

"How are you, Tom?"

Tom Gooding looked uncomfortable. He had come into his friend Tom Olcott's law office for a purpose, but he seemed to have difficulty in announcing it.

"Jim, I want you to get me a divorce," he said at last.

"What!"

"A divorce. Edith and I can't get on together any longer."

"Whose fault is it?" asked Jim.

"Whose fault is it? Why, it certainly isn't mine. The truth is, Edith is continually making mountains out of molehills."

The lawyer looked grave and said:

"The smaller affairs of life are more in keeping with a woman's nature than a man's. How do you know that you're not making molehills out of mountains?"

"What do you mean?"

"Why, it's quite likely that you have very important faults that you do not consider at all. Perhaps you are unconscious of them, and yet they may be breaking up your home. Now, this is a good time to remedy them. The new year is at hand, when we all expect to take a fresh start. New Year's resolutions are in order. I will give you a rule of action for the next twelve months, and if you adhere to it you won't want me to secure a divorce for you."

"What is it?"

Instead of replying, the lawyer wrote something on a bit of paper, put it in an envelope, sealed it and wrote on it "To be opened New Year's morning." Then he handed it to Gooding.

The next morning Mrs. Gooding appeared at the law office. She did not know of her husband's appearance there the day before, and Olcott did not mention it.

"Jim," she said, "it's all up between Tom and me. I want you to get me a divorce."

"Is there any special accusation you have to make against Tom?"

"Only that he rubs me the wrong way all the time."

Olcott looked up at the ceiling.

"How long will it take to separate us?" she asked.

"No time at all. All you have to do is not to go back to the house."

"I mean legally."

"Oh! You wish to marry again?"

"No such thing. Why do you say that?"

"Because I see no other advantage in your case in a legal separation. Do you still love your husband?"

"Of course I do! It's on his!"

"Never mind his faults. Would you prefer to keep your home as it is if you could get on together?"

"Certainly."

"Edith," said the lawyer after a pause, "tomorrow will begin the new year. I will give you a rule for your guidance, and if you will follow it I guarantee that you won't need a divorce."

"What is it?"

Olcott wrote a few words on a bit of paper and, after sealing and addressing it as he had in the case of her husband, handed it to her, saying:

"Take that, and, as the doctors say when they give you a prescription, if it doesn't cure you let me know and I'll begin divorce proceedings."

New Year's morning was pleasant, and after breakfast Tom Gooding said to his wife:

"Sweetheart, don't you think, this being a holiday, we'd better make some sort of a trip?"

"The very thing. Holidays are best utilized. To sit around at home doing nothing is depressing."

So they arranged for an outing.

The next day when the husband was about to go to business his wife asked him if he would go to a dry goods store, six blocks out of his way, and buy her a spool of thread of a certain hue. He bristled up, but suddenly surprised her by very affably agreeing to oblige her. But he was too late. With a kiss she said that she had no business to trouble him with such small matters when he had so many big ones on his mind. She was going to the shopping district anyway and would attend to the matter herself.

These are samples of many such instances by which petty quarrels were avoided, and every day showed an improvement in the couple's domestic relations. Often when they bristled at some fancied cause for dispute one or the other would suddenly stop as if having remembered something and swing around like a weathercock from the bitter north to the balmy south. Scarcely a month passed before one day Mrs. Gooding put her arm about her husband's neck and said:

"Tom, I've a confession to make."

"What is it, sweetheart?"

"Last December I gave up trying to live with you and went to Jim Olcott for a divorce. He wrote me a prescription. I began to practice it on New Year's day. It has shown me that our troubles were all my fault."

"What was the prescription?" asked the husband, opening his eyes very wide.

"Look within yourself."

Tom Gooding's only reply was a hug and kisses. Not a word about having received the same prescription himself.

And yet there are those who claim that man is the nobler animal.

The desk was empty except for some manuscript which had been locked in one of its drawers and evidently forgotten or left unnoticed when the desk was cleared of its contents and put away. The find was sent to the custodian of the Historical Society, who on inspecting the manuscript and seeing the name attached to it—Diedrich Knickerbocker—opened his eyes very wide.

Be it remembered that this Diedrich Knickerbocker during the first decade of the nineteenth century appeared at a hostelry in Mulberry street, New York, called the Independent Columbian Hotel, where he wrote a history of New York which was afterwards edited by Washington Irving, and having been published attained a wide circulation. Upon examining the manuscript referred to, the custodian of the Historical Society was surprised and delighted to find that it recounted an incident that occurred in the city of New Amsterdam (afterwards New York) during the administration of the old Dutch governor, Petrus Stuyvesant, the incident having taken place on the 1st of January, a day given over by the New Amsterdamers to making visits and the consumption of an inordinate amount of Schiedam schnapps.

Mr. Knickerbocker left the Independent Columbian Hotel one day and never returned, nor was he heard of afterwards. The custodian who received the desk and the manuscript believes that the building being torn down constituted a part of the hotel, and after Mr. Knickerbocker's departure the desk was put away in a closet, which was afterwards bricked up; also that the author undoubtedly left the manuscript in the drawer.

The following is a verbatim copy of the original. It must have been written when the author was a young man:

My cousin Katrina Gansevoort is a comely girl, and if I say it, who should not say it. Still I affirm that she is a comely girl. She is four feet ten inches high, and her waist measure is ample. When she is dressed for a dance on the Bowling Green, her hair put back from her forehead and held in a big braid and

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### Katrina's Choice

BY F. A. MITCHEL

While some workmen were recently tearing down a building in Mulberry street, New York, they came upon a small space that had been bricked up for a long while, containing a desk of a pattern used a hundred years ago.

covered by a quilted cap; when she has donned a dozen striped linsey woolsey petticoats, which, falling only to a little below the knee, show plainly her well turned ankle, and her well shod feet ornamented by large silver buckles, then I say Katrina is well calculated to ravish the hearts of us gallant young Dutchmen.

And this is exactly what Katrina has done. If anything more is needed to attract us it is her fortune, which consists of a room full of petticoats and twenty dozen stockings—for be it known that we have no such fortunes in gold coin in New Amsterdam, as our people have in Holland. But it is rather Katrina's beauty that attracts us than her stock of petticoats and stockings.

Notwithstanding her plentiful dowry, her mother, desiring that Katrina should marry well, has formed a resolution to marry her to Olaf Van Vrankin, an old man and baldheaded, but with a fortune of some 200 pelts.

Katrina, whose lovely disposition shows itself in her countenance, has refused to marry Olaf Van Vrankin, notwithstanding the number of the pelts he possessed, but has given her heart to three young men, but little older than herself. That is to say, these men are preferred to all the others. But Katrina will not decide among them. Whether it is that she can not make up her mind which she likes best or whether she enjoys better being courted by the three, I have never been able to find out, though I have often asked her. Since she is my favorite cousin and has no secrets from me I am inclined to think that with woman's perversity in such matters her principal object is to torture her suitors.

Christmas has passed, and our women are preparing for New Year's day. They are making a great ado about cleaning the best room in which to receive their visitors, but what for I cannot conjecture, for it is cleaned regularly once a week and between times is locked so tight that no dirt could possibly get into it. Last evening I spent at my aunt's, and she reminded Katrina that she had promised to give

a decision before the end of the year as to whether she would marry Olaf Van Vrankin or not. But there seemed to be no use in Katrina's coming to a decision, for her mother declared that if she did not consent to marry Olaf she would lock her in her room till she did.

Katrina begged her mother to let her off till the first day of the year instead of the 31st of December, and her mother consented. I was sorry for my poor cousin. But what could I do? I would gladly marry her myself, but I have not 200 pelts, as Olaf has, nor can I match Katrina's fortune. When I left my aunt's at 9 o'clock to go to bed Katrina followed me to the door and seemed very despondent.

"I wish you to help me, Diedrich," she said.

"How can I help you?"

"I have a plan. I shall tell mother that I will marry Olaf if he will come for my decision when the clock strikes 12 on New Year's day. If he does not then arrive for my answer I will marry the man who makes the first call after 12 o'clock. Mother is getting worn out with trying to get me to marry the man of her choice and will gladly consent to this condition, since all she has to do is to send him word to make his call exactly at 12."

"Then it is all settled?"

"I wish you to delay Olaf."

"I see."

"But I wish a certain person to be the next man to call."

"Who would have believed, Katrina, that one with such mild blue eyes and hair like the flax in the rope walk would be capable of a scheme? Whom do you wish to call first after the noon hour?"

"There is Peter De Witt."

"Oh! He is your choice?"

"He will attempt to call immediately after 12, but I wish you to delay him too."

"But I do not understand why"—

"Then there is Hans Kieft."

"So it is he you will marry?"

"He must not come either."

"Not he, either? Are you to leave your choice to chance?"

"After you have put these men in a

way to be late in calling, come and stand by the door till the clock strikes twelve. Then come in, and you will see the man I will marry."

"Oh, Katrina! You are going to let him in at the back door."

"Never mind what I am going to do, but act as I tell you, and I warn you that if you let Olaf or Peter or Hans come here before 12 o'clock you will regret it."

"But how about William Van Schoonhoven? He has been one of your favorites."

"Never mind about William Van Schoonhoven. I will take care of him myself."

"At last the secret is out. William is the man of your choice."

I said this very despondently, because, to tell the truth, I could not bear to think of my cousin marrying any one except myself, and I, being too poor to marry her, must see her wedded to this William Van Schoonhoven, whom, now I came to think of it, I hated more than all the others.

It is New Year's night. This day has been an eventful one. I arose early, for I had much to do. I must keep three men from calling on Katrina until after the noon hour. Yesterday I saw each one excepting Olaf, to see whom did not accord with the plan I had laid, telling Peter and Hans that Katrina had agreed to please her mother by being betrothed to Olaf Van Vrankin provided he called the next day at 12 to ask her to marry him; that I was commissioned by my cousin to delay him and that Katrina would marry the man who would make the first call after 12 noon. I also told each of these two men I was to arrange that he should be the first man to call after 12.

These lovers were as radiant as I was downcast, and each agreed to be guided by me. I told Peter to meet me on the shore under the guns of the battery at 10 o'clock in the morning, and Hans was to meet me at the tavern facing Bowling Green at 11. When I met Peter I put him aboard a sloop, telling him it was necessary that he should keep away till

nearly 12 o'clock. But I told the skipper to keep him out till 1, and I would pay him for the job.

Hans I met at the tavern, and we sat down together to a glass of schnapps. While he was not looking I dropped a powder into his glass, and he was soon asleep. Telling the landlord to put him to bed and I would pay the reckoning, I went off to find Olaf. He was sitting on a fence, watching the clock, the hands of which stood at half-past 10. Telling him that I had a message for him from my aunt, I persuaded him to follow me. At ten minutes to 11 I stood with him on the edge of one of the slips of the East River. He was much troubled lest he be late for the appointment, but did not dare to leave me, believing that some change in the conditions of the betrothal had come and my aunt had sent me to inform him of them. I beat about the bush without saying anything definite till I knew that there was barely time for him to keep the appointment, then pushed him off into the water.

I had done all this for my cousin, because in an evil hour I had promised her, and now that it was done I had a mind to go home. But I had not yet done all that I agreed to do. I was to go to the house immediately after 12 o'clock. I did not wish to do so, for it would only be to witness the happiness of William Van Schoonhoven. After a little hesitation I turned my steps to my aunt's and arrived soon after noon.

I found Katrina and her mother in the best room. When my aunt saw me she looked very terrible.

"St. Nicholas be with you," I said, "on this fine New Year's day."

My aunt, without reply, flounced out of the room. Katrina's face was unintelligible.

"Where is your betrothed?" I asked.

"You have done as you promised?" she replied.

"Yes, I have; but I do not see the successful suitor. Where is he?"

She turned me to a mirror in which I saw myself, and Katrina looking over my shoulder. There was no smile on her face, no spark in her eye. She was the same Dutch girl she has always been.

"Well," I said, "what does it mean?"

Notwithstanding my ability to discern hidden things, I did not understand till Katrina placed her lips so near mine that nature told me what to do. I kissed her, and gradually it got into my head that after all I was the first caller after 12 o'clock, and consequently Katrina's choice.

So happy were we that we did not immediately consider that, though we now understood each other, we were still opposed by Katrina's mother, and I was not in an enviable position with reference to the suitors whom I had delayed. Frau Gansevoort left us, nursing her wrath, vowing vengeance upon me and to place Katrina where she would be safe from me.

But Katrina, who notwithstanding her innocent blue eyes and the two child-like braids of flaxen hair that hung down her back was by no means stupid, suddenly reminded me of the anger in which we stood.

"There is no hope for us," she said, "but to go to the dominie and be married. Go away and hide yourself from those you have misled lest they attack you all together. But come tonight with a rope when all are in bed. Throw it around the chimney on the west gable where my room is and let down the rope through the chimney for me. Pull me up, and we will go together to the dominie."

All were in bed by 9 o'clock, and at 10 I went to Katrina's home and did as she had instructed me. I had difficulty in pulling her up, and, though the chimney was large, she nearly filled it up. Before 11 o' the clock the dominie married us.

Now that we were wedded Frau Gansevoort could do nothing but forgive her daughter. And as for the men I outwitted, they congratulated me, all except Olaf Van Vrankin, whom I had given a ducking. He did not attack me, but he never spoke to me afterwards.

There was an indorsement made many years later on the manuscript of the death of Mrs. Knickerbocker and a statement of her husband's grief; also an intimation that it drove him from place to place; that he had tried every way to

occupy his mind, but had found only one literary work that was capable of driving away his bereavement and that only temporarily.

### A New Year Resolution

BY MARY E. WILKINS

My brother Lemuel married Mehitable Pierce when he was quite along in years. Nobody thought he'd ever get married at all, any more'n my brother Reuben an' Silas. The three had lived together and kept bachelor's hall ever since our mother died. I was married and away from home long before she died. I didn't know how they would get along at first, but all of the boys had been used to helpin' ma a good deal, and they were real handy, and when I asked if they wasn't goin' to have a housekeeper, they wouldn't hear to it. They said they wasn't goin' to have no strange woman round in ma's place, nohow. So Silas he took hold and did the washin' and ironin', and Reuben did the sweepin', and Lemuel, he was the youngest, next to me, did the cookin'. He could cook a dinner equal to any woman, and his pies beat mine. My husband said so, and I had to give in they did.

Well, they seemed to get along so nice, and none of 'em had ever seemed to think much about the girls, not even when they was boys, that I must say I was astonished when Lemuel he up and got married to Mehitable Pierce. She was a little along in years, too, rather more so than Lemuel, and a dreadful smart piece. She was good lookin' and she had property, but she was dreadful smart and up an' comin'. I could never see how Lemuel ever got courage to ask her to have him, he was always a kind of mild spoken little fellow. Reuben he declared he didn't. He vowed that Mehitable asked him herself. He said he knew it for a fact, and he said it with tears rollin' down his cheeks. Reuben was the oldest and he'd always been terrible fond of Lemuel. "That poor boy would never have got in such a fix if that woman hadn't up an' asked him, an' he didn't have spunk enough to say no," said Reuben, and he swallowed hard.

Mehitable had a nice house of her own that her father left her, all furnished and everything, so of course Lemuel he went to live with her, and Mehitable's house was pretty near where I lived, so I could see everything that was goin' on. It wa'n't very long before I said to Hannah Morse, my husband's old maid sister that lives with us and teaches school, that I believed Lemuel was henpecked, though I hadn't anythin' against Mehitable.

"I don't see what else anybody that married Mehitable Pierce would expect," said Hannah. She spoke real sharp for her. I've always kind of wondered if Hannah would have had Lemuel if he'd asked her. "Well," said I, "I hope poor Lemuel will be happy. He's always been such a good, mild, willin' boy that it does seem a pity for him to be rode over roughshod, and have all the will he ever did have trodden into the dust."

"Well, that is what will happen, or I'll miss my guess," said Hannah Morse. For a long while I thought she was right. It was really pitiful to see Lemuel. He didn't have no more liberty nor will of his own than a five-year-old boy, and not so much. Mehitable wouldn't let him do this and that, and if there was anythin' he wanted to do she was set against it, and he'd always give right in. Many's the time Lemuel has run over to my house, and his wife come racing to the fence and screamed after him to come home, and he'd start up as scared as he could be. And many's the time I've been in there, and he started to go out, and she'd tell him to set down, and he's set without a murmur.

Mehitable she bought all his clothes, an' she favored long-tailed coats, and he bein' such a short man never looked well in 'em, and she wouldn't let him have store shirts and collars, but made them herself, and she didn't have very good patterns, she used her father's old ones, and he wasn't no such built man as Lemuel, and I know he suffered everything, both in his pride an' his feelin's. Lemuel began to look real downtrod. He didn't seem like half such a man as he did, and the queerest thing about it was: Mehitable didn't 'pear to like the work of her own hands, so to speak.

One day she talked to me about it. "I dunno what 'tis," said she, "but Lemuel he don't seem to have no go ahead and no ambition and no will of his own. He tries to please me, but it don't seem as if he had grit enough even for that. Sometimes I think he ain't well, but I dunno what ails him. I've been real careful of him. He's worn thick flannels, and he's had wholesome victuals; I ain't never let him have pie."

"Lemuel was always dreadful fond of pie," said I. I felt kind of sorry, for I remembered how fond poor Lemuel had always been of mother's pies, and what good ones he used to make himself.

"I know it," said Mehitable. "He wanted to make some himself, when we were first married, but I vetoed that. I wasn't goin' to have a man messin' round makin' pies, and I wasn't goin' to have him eatin' of 'em after they were made. Pies ain't good for him. But I declare I dunno what does make him act so kind of spiritless. I told him today I thought he'd better make a resolution for the new year and stick to it, and see if it wouldn't put some spunk into him."

Pretty soon she went home. I could see she was real kind of troubled. She always did think a good deal of Lemuel in spite of everything.

The next day was New Year's, and in the afternoon Mehitable came in again. She didn't have her sewin' as she generally did, she was a very industrious woman. She jest sat down and begun twisting the fringe of her shawl as if she was real nervous. Her face was puckered up, too. "I dunno what to make of Lemuel," said she, finally.

"Why, what's the matter?" said I, kind of scared.

"He says he's made a resolution for the New Year," said she, "and that he's goin' to keep it."

"Well, what is it," said I.

"I dunno," said she.

"Well, if it's a good one, you don't care, do you?" said I, "and it couldn't be anythin' but a good one if my brother made it."

"I dunno what it is," said she.

"Won't he tell?"

"No, he won't. I can't get a word



out of him about it. He don't act like himself."

Well, I must say I never saw such a change as come over Mehitable and Lemuel after that. He wouldn't tell what his resolution was, and she couldn't make him, though she almost went down on her knees. It began to seem as if she was fairly changin' characters with Lemuel, though she had a spell o' bein' herself more'n ever at first, tryin' to force him to tell what that resolution was. Then she give that up, and she never asked him where he was goin', an' he could come in my house an' sit jest as long as he wanted to, and she bought him a short-tailed coat and some store collars and shirts, and he looked like another man. He got to stayin' down to the store nights, an' talkin' politics with the other men real loud. I heard him myself one night, and I couldn't believe it was Lemuel.

Well, Lemuel he never gave in, and he never told till the next New Year's day, when he'd said he would. He'd said all along that he'd tell her then. I'd got most as curious as Mehitable myself by that time, and New Year's mornin' I run over real early—they wasn't through breakfast. I knew the minute I saw them that he hadn't told. He said he wouldn't till he was through his breakfast. He was most through—was finishing up with a big piece of mince pie, and he'd made it himself, too. When he'd swallowed the last mouthful, he looked up and he laughed, real pleasant and sweet, and yet with more manliness than I'd ever seen in him.

"S'pose you want to know what that New Year's resolution was?" said Lemuel.

"I guess I can stand it a while longer," said Mehitable. Now the time had come she didn't want to act too eager, but I showed out jest what I felt.

"For the land sake, Lemuel Babbit, what was it?" said I.

Lemuel he laughed again. "Well, it wasn't much of anythin'," he said in his gentle drawlin' way. "I didn't make no resolution, really."

"What, Lemuel Babbit!" cried Mehitable.

"No," said he; "I couldn't think of none to make, so I made a resolution not to tell that I hadn't made any."

### The Interference of Kitty

BY JOSIAH T. NEWCOMB

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#### I

The galleries were packed to suffocation. The lobby and even the senate floor were crowded. A sharp fight was expected over the merger bill, notwithstanding the confidence of the head of the promoting syndicate, who arrived the night before and established headquarters in a nearby hotel, and of Colonel Moulton, the chairman of the state committee, who kept the run of things from his office on the second floor of the capitol. Both believed they had the situation well in hand until they heard about Kittinger. Then they talked with each other over well-guarded telephones, and Moulton sent for the senator.

Neither the first nor a second message brought him. The chairman put on his hat and walked to the governor's room.

"We are beaten. I suppose you know," Moulton said without preface, as he sat down.

"Kittinger has been here," answered the governor.

"What excuse did he give?"

"I did not hear him give any."

"Didn't you discuss the bill with him? Didn't you ask him what is the matter with him?"

"No."

"Then I'd like to know what did you talk about?"

"He did most of the talking. I told him that he was foolish not to see you."

"He isn't coming, then?"

"No. He said he wouldn't."

"George, do you know what this means to us?" the colonel demanded.

"I know what you think it means."

"Yes, and I'm right. It means that you lose the United States senatorship and that we go out of business. That's what it means."

The governor swung around in his chair wearily.

"I suppose you didn't come here just to tell me that again," he said.

"No, I didn't. I did not know that you had seen Kittinger. Anyway, it does not matter. Send for him now, and ask him to vote for the merger."

The governor walked to the window and looked out across the long stretch of dull brown lawn.

"I guess I'll keep out of it, Fred," he answered presently without turning around.

Just then the door opened, and a girl of twenty stood on the threshold. She held her long riding skirt in her hand.

"Joe said it was important and that I mustn't interrupt, but father promised to go riding with me this morning as soon as he finished his mail. You will forgive me, won't you?"

## II

A little later, when the merger bill was reached on the senate calendar, the majority leader blandly asked that the measure be laid aside for the present. Nobody objected, and the disappointed crowd filed grumblingly out of the galleries. Though they did not understand the delay, few believed that the merger was really beaten. This was the outside view. On the inside Colonel Moulton, Sanderson, head of the promoting syndicate, the governor, and two or three others, knew that without Kittinger's vote there was a tie. If he voted no the bill was lost.

"Well, find out what he wants," growled Sanderson when the situation was explained to him.

But nobody cared to undertake the task. Kittinger did not understand the game, they felt; and, besides, he might be against the bill on principle. They had heard of such things.

"Can't you call it up when Kittinger is absent?" suggested Sanderson.

They considered this, but not hopefully. The lieutenant governor could be depended upon for the casting vote, but Kittinger was never absent.

## III

Within half an hour after her return from the ride with her father Kitty Millard knew that in respect to the merger bill she had unwittingly put her dainty little foot into it. Such details of

the situation as she failed to get from her father she skillfully extracted from Colonel Moulton. She took at face value all that the colonel said about the bearing of the merger bill on her father's political fortunes. This is the reason why she marched into Moulton's office the next morning and offered her services to help pass the bill.

"I'm afraid, though," she admitted, "that I can't do much with father. He has made up his mind not to interfere. He told me that."

"I don't just see, then" — began Moulton.

"No, I know you don't," answered Miss Millard, "though you are an old dear. I'm going to capture your senator for you. I've made up my mind."

"Do you know him?"

"Just. I've met him at dinner once or twice. How much time do you give me?"

Moulton was ready to catch at straws, which accounts for his answering seriously.

"If we cannot pass the bill by this time next month we never can," he said.

"Very well," said Miss Millard.

"I wish you luck," said the colonel.

Kittinger was young, and at first things went swimmingly. He was assigned to take her into dinner an evening or two after the temporary defeat of the merger bill.

Among the privileges enjoyed by those who were crowned with Kitty's royal favor was a license to ride with her in the mornings.

She was unconventional as to grooms. On the morning Kittinger rode with her, for the fourth or fifth time since their more intimate acquaintance began, they went alone.

It was mad riding from the beginning. Kitty intended that it should be. It is useless to excuse or extenuate her conduct. Any defense would fall below the documentary evidence of her guilt in the form of a scribbled note to Colonel Moulton dispatched the night before. It said:

"Call up your bill early tomorrow. He will be absent part of the session.

The start was early, and they were a good distance from town when Kitty saw the young senator look at his watch. As he shut it with a determined snap the horse that Kitty rode gave an unexpected jump, and the bridle broke. The spirited black went into the air, then sped wildly down the road, headed from town. Kitty cast a wild, appealing glance behind her, with a pitiful little cry, and clung to the saddle.

For perhaps a mile Kittinger was unable to overtake them. Then came an accident which could not have been planned, however dark a view is taken of Kitty's conduct. A team, dragging a long timber wagon, occupied nearly all of the narrow highway. The black swerved suddenly, and Kitty landed in a heap at the side of the road.

Kittinger had forgotten the senate, the merger bill, his public duties, everything except Kitty's danger. He ran to her and lifted her in his arms, and he was conscious of a great thrill of joy and relief, for she opened her eyes and spoke.

"I'm not hurt in the least," she said. But when she tried to stand on her feet she promptly sank back into Kittinger's arms and fainted dead away.

#### IV

Kittinger reached the senate chamber an hour after the merger bill had been called up and passed. Extras were already in the street announcing it.

Kittinger was furious. He rose to a question of personal privilege and denounced the proceeding as a dastardly trick. The leader of the majority, in reply, declared that he was surprised and grieved at the unwarranted charge. He disliked, however, to impute malice to any one, and therefore he would put it down to the youth and inexperience of the senator. Kittinger, unconvinced, marched out of the chamber and down to the office of Colonel Moulton. That genial gentleman, however, was not present to listen to his denunciation. The room was empty, but Kittinger's eye took in at a single glance a scrap of paper carelessly left lying on the chairman's desk. It was Kitty's note to Moulton, and the single glance told Kittinger its contents.

He knew the handwriting. He knew the signature. He rushed out of the room with feelings hard to describe.

#### V

For three days an impatient young woman with a plaster cast on her ankle sat up in bed at frequent intervals to look at cards which came with deluges of flowers and fruits and dainty trifles, only to fling them aside and sink back again to her pillows, wholly unsatisfied.

When the doctor announced her recovery from the shock and permitted her to be dressed it was a penitent and remorseful Kitty who wrote a pitiful little note to Senator Kittinger. She said that she had a confession to make and would he please come to her and listen to it; after which he alone should decide what was to be done.

Senator Kittinger came. His indignation lasted until he reached the room where she awaited him, propped up with pillows. She was quite pale, and she extended a wan little hand to him timidly, for she was not sure that he would take it.

He did take it, and on the instant all his anger died out, for he saw again the great black horse with bridle dangling, thundering down the highway and after a huddled little figure lying by the roadway and not stirring for what seemed an eternity until he lifted it in his arms.

And so he held the small hand tightly and went down on one knee beside her, and the only words of reproach which he spoke were:

"Kitty, Kitty, how could you? It was terrible! You might have killed yourself!"

"Wait!" she said. "You do not know how bad I am—how wicked!"

"Yes, I do," he mumbled through the small fingers. But she did not heed.

"You think that I was reckless. That was nothing—nothing. I did not mean to fall off and be hurt, but I broke the bridle on purpose. I planned the runaway. I intended to keep you from getting back in time. I did it deliberately."

"I know all about it," said Kittinger.

Kitty looked puzzled.

"You—kissed me—after you knew?" she inquired wonderingly.

He kissed her again to convince her.

A few minutes later Governor Millard himself came in. Kittinger was still half kneeling beside the low chair, and there were explanations.

Presently, when Kittinger was taking his departure, the governor called him back.

"By the way, senator," he said, "I have a piece of news which may interest you."

"Yes?" said Kittinger.

"I have just vetoed the merger bill," said the governor.

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### Who Captured Him

BY JOHN Y. LARNED

When the great European war broke out Arthur Eggleston, a young American reporter, anxious to make his way in the world, full of the vigor of youth and not averse to adventure, saw his opportunity. He took the first steamer for London that sailed and in due time arrived at that city.

Crossing the Channel with a contingent of British troops, he landed at Ostend during that period when the German forces were hammering at the forts of Liege and the French and British forces were gathering to resist the invasion into France. He applied for permission to attach himself to the British headquarters, but was refused on the ground that no newspaper correspondents would be allowed to accompany the army. At the French headquarters he received the same response to his application.

Eggleston, having crossed the Atlantic ocean and the British channel to report the big fight, determined to follow in the allies' rear, hang about their flanks, anything except get in their way, and report what he could gather. He found himself at Lille when the allied armies had begun their retreat, but before they had reached that city. He also found the "General Safety," a detective force used to hunt down and eradicate spies. When one is hunting for any particular thing the identity of which is doubtful he is very apt to find it. With a lot of

spy hunters in the field a scarecrow set up to keep the crows away from the corn is not safe.

Eggleston was walking in Lille one day when a file of French soldiers under the command of a lieutenant came down the street, stopping persons here and there. The American did not dream of danger and, when they reached him and the officer demanded to know who he was, where he had come from and where he was going, told him that he was a newspaper correspondent looking for news. The officer, not being satisfied with this, informed him that he must take him to the headquarters of the General Safety.

Eggleston was conducted to a building in a room of which an officer, sitting behind a desk, regarded him ominously. The Frenchman began asking him questions in French, and Eggleston understood most of them, answering without hesitation, but when his questioner branched into German the American showed plainly that he did not understand. It did not at once occur to him that the man suspected him of being a German spy and was trying to catch him. Presently Eggleston thought himself of his passport and produced it. This established the fact that he was an American, and he was thereafter treated with great consideration.

Eggleston spent some time in Lille without being permitted to go near the armies. One day he was walking along a residence street when he heard a feminine voice say in French:

"Monsieur, have you any news of the armies? Will they come this way? We are all packed ready to move."

Turning, he saw a pretty girl leaning out of a window. He had studied the French language at school and had picked up a Frenchman on the way across the Atlantic, with whom he had talked incessantly in order to gather enough French to enable him to get on in France. So he replied as best he could that he was profoundly ignorant of what was going on at the front; he was trying to get there, but thus far had been unsuccessful. Noticing that his French was not of the best, the girl

asked him if he were not English. No; he was an American. The English were very popular since they had come to assist the French, but before that Americans were the best liked. An elderly lady came to the window, anxiously asked for news and gave Eggleston an invitation to come in. He accepted it. A glass of wine was brought out, and the three sat discussing the probabilities of the family having to leave their home and cart their belongings across country to the coast, as the Belgians were doing.

And so it happened that Eggleston, instead of writing up the thunder of guns, the explosion of shells, the rattle of rifles, the groans of the wounded, spent several days dallying with a pretty girl, at the end of which time, since he did not go to the guns, the guns came to him, and while they were yet in the distance he helped his friends, the Legieres, to remove their effects—or a small portion of them—to a cart he secured for them and saw them on their way to the southward, after which he began to do some work as a war correspondent.

Eggleston, keeping as near the retreating French and English lines as he dared, preceded their retreat toward the capital. When the tide turned he was on the allies' left flank, and one day after witnessing some very hard fighting went into a town on the west bank of the river Oise to write up copy and send it by courier to the coast to be forwarded.

He was sitting in the writing room of the only hotel in the place when a man came in and, bending over him, began to peruse what he was writing.

"Are you a censor?" asked Eggleston, looking up with a scowl.

"I am an officer of the General Safety corps, monsieur. Who are you?"

"I am an American newspaper correspondent, writing an account of today's battle and in a hurry."

"English?"

"No; American."

"I would like to see your passport, monsieur."

Eggleston took his passport from his pocket, threw it on the table and went on writing. The man picked it up, opened it, read it and compared the per-

sonal description with the correspondent.

"Eyes blue, hair light. The Germans all have blue eyes and light hair."

"Germans? What do you mean? Don't you see that the passport reads, 'A citizen of the United States?'"

"Monsieur, you may as well own up first as last. You are a German spy."

Eggleston pushed back his chair and stared at the man.

"German spy! Why, my dear fellow, I am an American. Can't you read English?"

"The passport has been stolen. The Germans took it from an American. You need not try to deceive me. We have received a warning."

"What warning?"

"A German who has lived in England, who speaks English like a native, who looks like an Englishman, armed with the American's passport, is within our lines for information. We have received orders to look out for him and if we take him to shoot him at once. Come."

Eggleston paled. He was aware that the keen scent of spy hunters was leading the detectives to make short work of suspicious persons and supposed he was to be taken out to be shot.

"But, monsieur, I was in Lille a few days ago, where I made the acquaintance of those connected with the General Safety. They will vouch for me."

"Ah, but they are not here," with a shrug of his shoulders.

"And I must suffer as a spy because those who are able to identify me are not here?"

"That is one of the hardships of war. We can take no risks. Besides, those men in Lille may have been deceived in you."

"When did the Germans capture the passport you have referred to?"

"Yesterday."

"I met the General Safety detectives last week."

At this moment another man came into the room and looked at Eggleston as a hound would look at a hare in which he was about to set his teeth. The two Frenchmen talked together in a low voice. Eggleston thought it better not to seem much troubled about the matter

and, taking up one of the sheets before him pretended to read. A third man was called into the room, who having been instructed, approached the American and said to him in German:

"If you will confess your life will be spared."

Eggleston, who did not understand a word of what was said to him, but recognized that it was in the German language, replied:

"Nicht versteh."

This was quite enough for the Frenchman, who held that the "nicht versteh" was full proof that the suspect was a German. However, after deliberation they concluded to refer the case to some one higher up; so they placed Eggleston under guard for the night.

But the allies were at that time too busy fighting for any one in authority to pay any attention to an individual case. The next morning, no reply having been received concerning the suspected spy, his captors concluded that it was best to take no risks, but shoot him, though they did not like to do so on an uncertainty, for in case he should be what he pretended they would be liable to get themselves into trouble.

The roar of battle at times sounded nearer and at times more distant. On one occasion when the guns were louder Eggleston's captors decided to remove him to a town farther west. During the journey they were about to cross a road running north and south and had stopped to let a train of refugees pass when among the latter Eggleston caught a glimpse of the pretty girl he had met in Lille.

"Mademoiselle!" he shouted.

Louise Legire turned and, seeing the American who had assisted the family in the hour of need, clasped her hands with French fervency and called her mother's attention to him.

A halt was called, and the refugees and the detective came together for a conference. Both mother and daughter were horrified when they learned that "le bon Americain" was to be shot as a spy. They told the story of having seen him in Lille about a week before and how he had assisted them. This was proof posi-

tive that he was not traveling on a captured passport, for he had shown it to an officer of the General Safety corps in their presence, and Louise, who had never seen a passport before, had examined it from curiosity.

Eggleston's captors apologized for having intended to shoot him as complacently as if they were doing so for having unintentionally joggled him in passing. They dismissed him, and the last seen of him he had joined the Legires, and that is the last that has been heard of him. His reports to his paper suddenly stopped. There are those who suspect that this ending of the story is incorrect and that he was really shot as a spy. But such persons do not consider that there is always danger of a man being carried away by a pretty girl even if there are plenty of warriors handy to do the job.

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### The Assistant Bookkeeper

BY THOMAS R. DEAN

Jimmie Edgerton's father died when Jimmie was 15 years old. He had no mother, brother or sister, and he had not a hundred dollars in the world. His father told him on his deathbed that he would find in a stocking in the chimney some money that no one but the two of them knew was there. After the father's death Jimmie found enough to pay his father's funeral expenses and leave a small balance.

Realizing that he must go to work, the boy went about seeking a position. He was a delicate looking youth, his features being finely molded. Everywhere he was told that he was not rugged enough to do hard work, and he noticed that all the positions that did not require bodily strength were given to girls. He kept up his hunt for a week, then gave it up—that is, he gave up trying to get a job under his own identity.

He was not a boy to be discouraged, and if he couldn't make a living in one way he determined to try another. If the only positions for which he was fitted were given to girls, why not make a girl of himself and get a job as such? He spent the remainder of what he had found in

the stocking in such woman's apparel as he needed and started out again on his search.

Jimmie made up as a very pretty girl. He possessed a pair of mild blue eyes, a sensitive mouth, and, his light hair being cut like a man's, he used a curling iron to make it wavy. His voice was naturally soft and readily mistaken for a girl's contralto. He was of medium height and for a boy was very well shaped. One who had not seen him in boy's dress would surely believe him to be a girl.

Arrayed as a member of the gentler sex, Jimmie, under the name of Ellen Forsythe, started again on his errand. This time he met with better success. A storekeeper, Henry Perkins, was keeping his own books and getting tired of working nights on them. He hired Jimmie to make such entries as would facilitate the work on his books, intending to teach him the principles of double entry. The salary was small, but enough to pay for his keep.

The only barrier to Jimmie's getting on in his position was that he made too pretty a girl. Perkins, who was a bachelor 27 years old, employed a saleswoman, Sara Cartright, a few years younger than himself. Miss Cartright had set her cap for her employer and was much disgruntled when he took into his service the pretty assistant.

It was not long before Jimmie found himself between two fires. Perkins began to show him little attentions and to express a fear that he was working too hard. Every attention, every bit of solicitude her employer expressed for the assistant bookkeeper was to the saleswoman like a red rag waved before a mad bull. Then, too, the performances of a man who supposed his employee to be a woman were not only disagreeable to Jimmie, but must result, sooner or later, in a revelation of his sex and a consequent probable loss of his position.

Miss Cartright made herself especially disagreeable to the supposed Ellen Forsythe. If Jimmie made a mistake in an account Miss Cartright would make as much of it as there was in it and as much more as she dared. Perkins would mildly reprove Jimmie and do what he could to pacify Sara, but he dared not openly de-

fend his bookkeeper—why, no one knew, though it was surmised that, since he had been devoted to Miss Cartright before Jimmie's appearance, he might have been too seriously involved with her to shake her off.

Whenever Perkins would show a disposition to make love to Jimmie the boy would do what he could to stave him off. This only added zest to Perkins' passion. At last he became so marked in his attentions that he brought about a rebellion on the part of Miss Cartright.

One day Perkins appeared to be much disgruntled. Miss Cartright appeared to be much disturbed, and an atmosphere preceding a storm pervaded the store. The same evening, when Jimmie was working on the books, Perkins came into the store and after a few commonplace remarks said:

"Ellen, Miss Cartright has insisted upon my discharging you."

"Indeed!"

"Yes; she says that either you or she must go."

"Why not send her off instead of me?"

"It's a delicate matter to talk about, but if you'll promise to keep the secret I'll tell you."

"I promise."

"Before you came here I was foolish enough to make love to her. She's jealous of you."

"What can she do to harm you?"

"She's got a letter from me making a proposal. If I send her away she'll ruin me."

"How?"

"Oh, there are lots of ways a woman can ruin a man if she chooses to do so. In this case she can sue me for breach of promise. If she does she may get damages, but I wouldn't care so much for that if the suit did not ruin my business on account of the public scandal involved."

"You're in a hole, aren't you?"

"I surely am."

"Well, Mr. Perkins, I think you'd better discharge me."

"That would only be putting off the evil day."

"Don't you wish to marry Miss Cartright?"

"I'd rather marry Satan's widow."

"It's a problem. Let me sleep over it. I'll see if I can find a solution."

"Being a woman yourself, you will know how a woman may be handled."

"Just so."

The next morning while Miss Cartright was busy with a customer Jim beckoned Perkins to come into the office and when there said:

"Discharge me."

"Discharge you?"

"Yes, ostensibly. I'll go away for awhile. You can keep up my salary. I'm going to try to work out a scheme."

Perkins brightened with hope. "I thought you would be smart enough to circumvent her," he said.

"I haven't done it yet."

Half an hour later Jim walked out of the store. Stopping before a counter where stood Miss Cartright, he bade her goodbye, thanking her for the many kind acts for which he was indebted to her.

"Why do you go?"

"I'm discharged."

"Oh! Well, goodbye!"

Miss Cartright was all smiles the rest of the day. Mr. Perkins appeared neither very cross nor very amiable. Miss Cartright was affable to him and did what she could to win a smile from him.

A few days later Jim in male costume appeared at Miss Cartright's boarding-house and asked to see her. She entered the room where he was and looked at him in surprise.

"Is this Miss Sara Cartright?" he asked.

"Why, of course I'm Sara Cartright. And you're Ellen Forsythe. What are you doing in those clothes?"

Jim smiled. "You're not the first person who has mistaken me for my sister. I have come to you to learn where I can find her. I have been told that you work in a store where she keeps the books."

The woman looked at him, puzzled. He returned her look through his own honest gaze and won.

"You must be twins," she said.

"We are."

"Your sister has left the store, and I don't know where she has gone."

"How unfortunate!" said Jim, evi-

dently much disappointed. "Do you know of anyone who can put me on her track?"

"No, I do not, unless Mr. Perkins, for whom she worked, can do so."

"Where can I find him?"

Miss Cartright told Jim where he could find the store. Before leaving he asked her if he could get a room in the house where she lodged, and he was referred to the landlady, who gladly took him in. This being arranged, he departed.

But he didn't go to Perkins' store. He wrote Perkins a note (in a disguised hand) asking him if he could let him know the whereabouts of Ellen Forsythe, and received a reply from his employer that he could not. This note he showed the next evening to Miss Cartright and made her joyful that Miss Forsythe had not only left Perkins' employ, but they had evidently parted in other respects. Jim told Miss Cartright that he would remain where he was until he had found his sister. An uncle had died and left the twins a large fortune.

Jim was anxious to find his sister because their property had been left to them jointly and one could not touch it without the other's assent.

From time to time Perkins received communications from his ex-bookkeeper stating that all was working well and it was to be expected that his enemy would be outwitted. Then one evening when Perkins was at the store working on the books there came a rap on the door. When it was opened there stood Miss Forsythe's twin brother.

"Ellen," exclaimed the astonished Perkins, "what does this mean?"

"I'm not Ellen Forsythe. I'm Jim Edgerton."

He pushed his way into the store and shut the door after him. Then he told Perkins his story from first to last. From his pocket he took a letter from Sara Cartright, accepting from him a proposition of marriage, and handed it to Perkins. The latter read it and, throwing his arms around Jim, exclaimed:

"I loved you as a girl, and now I love you as a man! You've got me out of the biggest scrape of my life."



"Do you know what Benjamin Franklin said to his fellow American revolutionists?" asked Jim.

"No. What did he say?"

"He said, 'We must hang together or hang separately.' In other words, if she goes for you I'll prove she was engaged to me. If she goes for me I'll depend upon you to clear me. But she won't go for me. I'm sure of that."

"Why not?"

"I won her on the ground that I and my sister were heirs to a big fortune."

The next day Sara Cartright was discharged from Perkins' service, and Jim was made junior partner in the business. He proved to have excellent business qualifications, and Perkins, being under a great obligation to him, advanced him rapidly. It was not long before Jim was the real manager, and his partner deferred to him in all things. Jim was of an inventive turn of mind and inclined to enter upon new paths. His ventures were successful, and he made for himself and Perkins a large fortune.

But he never let up on the latter for making love to him.

### A Gentleman Chauffeur

BY F. A. MITCHEL

Cuthbert Harrington, a portly gentleman with mutton-chop whiskers, partly gray hair, florid complexion, indicating high living and making a fine contrast with an azure polka-dot neck scarf, sat in his private office in a skyscraper not far from Wall street, New York, opening his mail. He put the letters in different baskets as he read them till he came to one that arrested his earnest attention. He pondered over it for some time, then tapped a bell.

"Tell Mr. Erskine I would like to see him," he said to the attendant who entered.

Mr. Erskine, a tall, slender man with a shirt collar so high that it seemed to have pushed his hair back from his forehead, entered with a serious look on his face. No one of Mr. Harrington's subordinates ever entered his presence without appearing to suppose

that he had been called for a purpose of supreme importance.

"Mr. Erskine," said the magnate, "I have a letter from Mexico this morning from Perkins saying that Manuel Furtado is very ill and likely to die."

"Senor Furtado is dead," replied Erskine, with unheard-of daring, venturing to interrupt his chief.

"Dead! How do you know that?"

"His death is mentioned in the morning papers."

"What! Furtado dead! I didn't see it. Let me have the paper."

A journal was produced and the item pointed out.

"Erskine," said Harrington, turning to his subordinate, "this is a crisis in the oil industry of Mexico. Furtado owned the most valuable petroleum lands in that distracted country. There will be a race between someone sent out by me and someone sent by Sir Oliver Tisdale's British combination to buy these lands that belong to the Furtado estate. It is well known that the prospective heirs have wished these lands sold, but Furtado would sell nothing. General Grant said that victory in war depends on getting there first with the most men. In this case victory for us depends upon who gets there first with the most money."

"We are nearer Mexico than England."

"In this case we are at the same distance. Joe Blinker has kept me advised that John Handiside, the Tisdale manager here, has long been trying to get possession of this property. He will send"—

The door opened, and a clerk entered.

"Joseph Blinker says that he has important information for you, sir."

"Send him right in."

Mr. Blinker was about twenty-five years old, stupid looking, but a close observer would have remarked a crafty eye. He was a spy of Mr. Harrington's in Mr. Handiside's employ.

"What is it, Joe?" asked Mr. Harrington eagerly.

Joe instinctively looked at the walls and the ceiling for an eavesdropper, then said:

"Mr. Handiside is leaving by train this evening for Mexico."

"The deuce you say! How do you know that?"

"I was directed to purchase his sleeping section and his ticket."

"But how do you know they are for Mr. Handiside?"

"I was directed to engage a cab to be at his house at 5 o'clock this afternoon."

"How much of all this have you done?"

"Bought the tickets."

"How about the cab?" asked Mr. Erskine.

"I have not yet ordered it."

"Mr. Harrington," said Erskine, "may I have a few moments' conversation with you?"

"Yes. Joe, wait outside."

When alone Mr. Erskine said: "This information gives us a fine advantage. We may possibly delay Mr. Handiside while some one leaves by the evening train empowered to buy the Furtado property."

"How delay Handiside?"

"Let Joe give me the order for the cab. I will manage the rest."

"I think I see your point."

"Whom will you send?"

"Whom will I send? Why, I'll go myself! Whoever gets the Furtado property will own what turns the scale of a monopoly of the oil product of Mexico. The matter is altogether too important to trust to a subordinate. Now tell me how you propose to delay Handiside."

The door was locked to avoid interruption, and the two men went into secret conference.

"Sue," said Hugh Erskine, who surprised his wife by going home to luncheon, "I have a bit of work for you this afternoon."

"What is it?"

Erskine told his wife of the rivalry for the oil property in Mexico, unfolded his plan to delay Handiside and explained how he wished her assistance. Then he lunched and went to the garage in the rear of his house.

"Carl," he said to his chauffeur, "I wish you to take a note to a man on

Staten Island. You needn't hurry. Take the whole afternoon."

When Carl had departed, his master began an examination of his cars, selecting a closed one, on which he began to make certain changes. He sent for a locksmith, whom he directed to fix the locks to the doors so that they could not be opened from the inside. This done, Erskine drove a nail into the sash of every window so that it could not be opened. Next he bored a hole from behind the driver's seat into the interior of the car. Having finished all this, he went to a drug store and purchased a rubber bulb and tube.

Mr. Erskine then went to his dressing room, where he found his wife with cosmetics ready to make him up so that he would not be recognized for himself. He was smooth shaven, and his wife had no difficulty in fixing on him a beard. His hair was light and she blackened it with pomade. Then he got into a suit of his chauffeur's clothes that he had brought from the garage and, after surveying himself in a pier glass, went out to get the car he had altered.

At the appointed hour chauffeur Erskine pulled up at the residence of the representative of Sir Oliver Tisdale's British oil corporation. The front door was opened, a gentleman whom Erskine recognized as Mr. Handiside came out, kissed his hand to his wife who appeared at an upper window and got into the car, giving his directions before closing the door.

Mr. Handiside was being driven through a narrow street leading down to the Hudson river when there was a puff and the car was filled with a fine powder. Astonished, he tried to let down a window. It could not be moved. Then he tried the one on the other side of the car. This, too, was stuck fast. He rapped on the partition between him and the chauffeur. No response was accorded him. Lastly, he tried to open a door and failed.

Meanwhile Mr. Handiside was breathing in the powder that filled the car. It had been injected by the chauffeur, who had squeezed a rubber bulb, forcing it through the tube, an end of which had been inserted into a hole bored in the

partition. The man inside began to feel languid, drowsy, and his efforts to get out of the car relaxed. Finally he passed into dreamland.

When Mr Handside came out of his trance it was pitch dark. He was lying on what was evidently a bed, but his surroundings, being invisible, he could not see them. He got up and felt about him till he came to a door and, turning the knob, opened it and looked into a dimly lighted corridor. Returning to the room by the increased light he saw a dresser, and on it were matches. Lighting one, he stood before an electric switch and turned on more light.

By this time it was evident to Mr. Handside that he was in a hotel. Pushing the button, he called for some one from below. A bellboy responded, who called the night clerk, and Mr. Handside was informed that the evening before a chauffeur had driven up to the hotel, said that he had a fare who was ill and begged to be permitted to leave the invalid till his family could be communicated with. The landlord had consented, and Mr. Handside had been carried in and put to bed. The chauffeur had gone off to bring a doctor, but had not returned. Since the invalid seemed to be gently sleeping he was left to himself.

Day was breaking, and Mr. Handside, feeling weak, decided to return to his bed. At 8 o'clock he arose, called up his own chauffeur by telephone and was driven to his home to break the news of his strange adventure to his wife.

How near Mr. Handside's surmises as to the cause of his experience were to the truth is not known. He certainly never knew who had been his chauffeur in his ineffectual effort to reach the railway station. He took the next through train southward, but somehow he had a feeling that the delay he had been subjected to would be fatal to his buying the Furtado oil lands.

In the meanwhile Cuthbert Harrington, dressed in somewhat shabby traveling clothes and a felt hat pulled down over his eyes, was driven to the station, where he entered a private compartment in a sleeping car. He reached his destination without having been recog-

nized, and the morning after the funeral of Manuel Furtado appeared at the home of the deceased man's oldest son, and after an effort that lasted ten hours succeeded in getting the property at a price the heirs never had dreamed of. The papers were signed, sealed and delivered at 10 o'clock that night, when Mr. Harrington went to bed to sleep the sleep, if not of the just, at least of the winner.

The next morning he called on young Furtado to say goodbye before going to the station, and while standing in the patio who should come through the large Mexican doorway but Mr. Handside.

"Good morning, Mr. Handside," said the American magnate. "Come to buy the Furtado oil lands? There's the principal heir to the property right there. Mr. Handside, Senor Furtado."

With this Mr. Harrington took his departure, was driven to the station and returned to New York.

Hugh Erskine was well to do before he demeaned himself to become Mr. Handside's chauffeur, but this service made him a double millionaire. Mrs. Erskine has since assumed a leadership in New York society. She says she made more by dressing her husband once than she ever made in dressing herself in all her life.

As for the Furtado heirs, though they became rich by the sale of their lands they have been miserable ever since that they did not get more.

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### Saved on the Gallows

BY LOUISE B. CUMMINGS

Famous in English history is that Duke of Gloucester who murdered his two nephews in the Tower in London, one of whom was the rightful heir to the throne, and made himself king of England in the prince's stead.

At that time there lived in England Robert Percy, a young man of the most admirable qualities. It was some time before the secret of the murder of the young princes began to leak out, and when it did there were low mutterings on the part of the people. Percy, who was familiar with the king's treachery,

was more loud spoken than others, and Richard, aware of the young man's influence with the masses and fearing that he would bring about a revolt, ordered his arrest on a charge of high treason.

On the day that Percy was conducted along a street leading to the Tower, surrounded by men at arms, the curbs were lined with sympathizers, who breathed prayers that he might escape the danger threatening him and muttered maledictions on the head of the tyrant.

At an upper window stood Lady Gwendolen Bickford, a younger daughter of the Earl of Charenton. She looked down on young Percy, walking erect between his guards, his bearing indicating that he was ready and willing to lay down his life in contending against crime. Every one believed that he was going to his death. His manly beauty, his noble bearing and the crown of martyrdom rendered him an object of pity to all. But to Lady Gwendolen he was more than this. Within those few minutes during which he was passing her heart left her bosom and settled upon him. Percy, happening to look in her direction, saw the love-light in her eyes, and his load was lightened.

Richard, fearing to order Percy to execution without a trial, lest it excite the people to revolt, directed attorneys to prepare a case against him. Persons were bribed to swear that he had been heard advocating the king's assassination and placing the Duke of Richmond on the throne. Lady Gwendolen, hearing of this, begged her father to induce lawyers to defend the accused. The earl not only knew that the case was hopeless, but did not dare to oppose the king; consequently he refused to have anything to do with it.

One day Lady Gwendolen went to that quarter of London given over to lawyers and found Roger Moore, an old attorney who had served her father, and consulted him as to what might be done to save young Percy. After listening to what the girl had to say he replied that Percy's case was hopeless because the king had decreed that he should die. "He will surely be convicted," said the old man. "After his conviction there

is but one way by which he may legally escape the gallows. But should he go free under this statute the king would doubtless find some other way to get rid of him."

Lady Gwendolen asked the attorney to what law he referred, and he replied that it was a decree of King Edward IV., naming a condition on which a man about to be hanged should go free. As soon as the girl heard the condition her face lighted with hope. To fulfill it was possible, but would it avail in the end?

Percy was convicted of high treason against the king and sentenced to be hanged and quartered on a certain date. At the time an army was gathering under the Duke of Richmond to depose the king, and Richard was gathering his forces to meet it. There had been a former attempt to put the duke on the throne in the king's place, but Richard was bold and energetic as he was wicked and had defeated all attempts against his authority.

There was no one he feared to leave in his rear so much as Robert Percy, and when he had made all preparations to march against his opponents he delayed a day to make sure that this dangerous enemy was dead.

The day before the one set for the execution Lady Gwendolen Bickford was closeted with Roger Moore, and on the following morning, when the crowd went to Tyburn to witness the hanging, these two were of the number, and when the prisoner arrived they occupied seats near the scaffold. When all was ready and the condemned man was about to be swung off, Roger Moore arose and said:

"Mr. Sheriff, as counsel for the prisoner, I claim his body under an edict of King Edward IV., who decreed that whenever a man is convicted of crime and is about to be hanged, if there be a woman willing to marry him, he shall go free. This woman beside me is willing and ready to marry the prisoner."

This speech naturally disconcerted the sheriff, who had never heard of the statute. The judge who had convicted the prisoner was present at the hanging, and the matter was referred to him. He at once confirmed Roger Moore's

statement, whereupon Percy was unbound, the black cap taken from his head, and he looked down upon the upturned face of Lady Gwendolen Bickford.

The king waited till the hour for the execution, then, supposing Percy to be dead, galloped off to Bosworth field, where a few days later he was defeated and killed. Robert Percy was in Richmond's army, and Richmond becoming king ennobled him, thus giving him equal rank with the girl who had saved his life by marrying him.

### A Letter That Came a Day Too Late

BY MAY C. ETHERIDGE

Edwin Marmaduke at his death left a large estate. He was a widower with no children, at least no children at home. But no one seemed to know much about him, and, being a reticent man, he kept his past history to himself.

Marmaduke had lived alone in a big house which he had occupied when his wife was living. When he died, a nephew who had an eye to his estate went to his house and looked for a will. He found none. This gave the inheritance to the heirs-at-law. The nephew, John Williams, hunted up these persons and found a large number of them. But they were all descendants of the deceased's brothers and sisters, none of whom could claim descent from him direct.

Williams called a meeting of Marmaduke's relatives and told them that unless they took concerted action in the matter the estate was liable to be wasted in chancery. A great many claims might be made by persons who would try to prove falsely that they were related to the deceased. Some of these claims might be allowed, and money might be wasted by the court in disproving others. Of course the matter of the distribution was in the courts, but the heirs would facilitate matters and save wastage by acting together so as to secure a proper distribution of the property.

Among those who attended the meeting was a young girl of 16. She took a back seat and listened to what was said without remark, being the only one pres-

ent who said nothing. She was very poorly dressed and had a hungry look. When those present were requested to step forward and put their names on paper, giving their relationship to the deceased, this girl hung back. Williams, seeing her, asked her if she had any claim on the Marmaduke estate. In reply she said that she had recently arrived in the city from Canada, where she had been discharged from a foundling asylum. At leaving she had been given the baby clothes she had worn when left at the asylum and a letter addressed to Edwin Marmaduke. She had been given money by a director of the institution to go and deliver the letter. On arriving she had inquired where Edwin Marmaduke lived and on reaching the house had found crape on the door. Persons to whom she had told her story informed her of the meeting of the heirs-at-law to Edwin Marmaduke's estate and suggested that she might find out something concerning her mission from some of them.

Williams asked the girl why she did not open the letter, and she replied that it was stated on the envelope that it was to be opened by Edwin Marmaduke and by no other person.

A young man who signed his name Steven Marmaduke and claimed to be a grand-nephew of the deceased noticed the girl and pitied her. She had signed no name on the list of relatives, for she had not come as a claimant, but for information. When the meeting adjourned, young Marmaduke joined the girl and asked her if he could do anything for her. She thanked him and said that since the person she had come to see was dead she would return to the place from which she had come. He asked her name, and she said she had no name. At the foundlings' home she had been called Ruth, but this had been given her there to distinguish her from the other orphans.

Steven Marmaduke was much impressed by the story of the girl who had been born into the world under such unfortunate circumstances. He went with her to the house where she was staying, asking her to tell him more about herself. What could she tell? The letter

she bore to one who was dead and her baby clothes were all the evidence there was as to her identity. When she had been left at the 'foundlings' home, whoever had received her had wrapped the letter in the clothes, and there it had remained ever since. On the envelope was written "To be delivered when the child is old enough to act for herself."

Steven Marmaduke advised the girl to open the letter, and she did so in his presence. It read:

Father: For the love you bore me when I was a child, like my child who may some day hand you this, help her, for she is of your own blood. Henry is dead, and my days are numbered.

Your daughter,  
KATE.

When Marmaduke read this letter he turned to the girl with wonder in his eyes and said:

"Rejoice, little one, for you are heiress to a princely estate. Guard well this letter and any other evidence you may have as to your identity."

An investigation proved that the girl was Alice Marmaduke Spencer. Her mother had married in opposition to her father's express command, and he had never forgiven her. Poverty and sickness had come to her and her husband, and just before her death she had sent her child to the foundlings' home.

Learning of his daughter's death, Edwin Marmaduke had endeavored to find her child, but had failed. He had never made a will, hoping that his granddaughter might be found. She had come too late to give the old man an opportunity to benefit her while he lived, but his fortune was ready for her before he was laid away in the grave.

Alice Spencer married Steven Marmaduke, and the family name was restored in their children.

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#### From Committee on Industrial Relations

WASHINGTON, Dec. 3.—The Committee on Industrial Relations has asked Congress for the printing of 200,000 copies of the final report of the United States Commission on Industrial Relations and 10,000 copies of the testimony taken at public hearings.

This testimony is of the very greatest immediate and historic value. It constitutes a picture of the social and industrial life of our nation more true, more vivid, and more complete than was ever before placed at the disposal of a generation to enable it to come to a correct solution of its social and industrial problems. The hearings occupied in all 154 days, or more than the equivalent of six months of the Commission's time. One or more hearings were held in each of the following cities: Washington, New York, Paterson, Philadelphia, Boston, Chicago, Lead, S. Dak., Butte, Seattle, Portland, San Francisco, Los Angeles, Denver and Dallas. Witnesses were by no means limited to these communities, but in every case the best informed persons were brought to the centers at which the hearings were held. Of the 740 witnesses who appeared before the Commission, 230 were employers, managers, foremen, representatives of employers' organizations, attorneys for employers, efficiency engineers, employment agents, or capitalists, bankers or directors. Of those affiliated with labor there were 245, including trade union officials, working men and women, attorneys, Industrial Workers of the World, and representatives of the Socialist party. Another group of witnesses, numbering 265, were not affiliated with either the employing or the labor group. These included agriculturists, attorneys, public officials, educators, economists, sociologists, investigators, representatives of the press, clergymen and physicians.

Taken together, the testimony not only constitutes a remarkable presentation of the facts regarding social and industrial conditions, but, equally important, presents a true and impressive record of the beliefs, feelings and personal reactions that must be taken into account in any effort to understand industrial problems and to improve industrial relations. The Commission disregarded at all times the paralyzing formalism of conventional court procedure, and by encouraging the frankest expression, obtained a record such as never before has been made available for students, legislators and citizens generally.

The committee has prepared estimates showing that all of the reports and all of the testimony of the Commission can be printed at an expense greatly below that incurred in printing the reports of other Federal Commissions that have reported to Congress in recent years.

The publications of the Commission which it is believed Congress should order would include:

Final report.....	450 pages
Testimony.....	7,300 pages
Colorado report.....	250 pages

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Total..... 8,000 pages

The report of the Industrial Commission of 1901 consisted of 19 volumes containing 14,377 pages.

The report of the Immigration Commission of 1909 consisted of 42 volumes containing 28,489 pages.

The report of the Monetary Commission of 1912 consisted of 47 volumes containing 13,028 pages.

This Committee respectfully submits that none of the subjects treated by these Commissions touched the vital interests of the people as closely as does that of industrial relations.

After carefully estimating the demand we feel justified in urging that Congress authorize an edition of 200,000 copies of the final report of the Commission, and the Colorado report with the Rockefeller correspondence attached. This correspondence is of the very greatest interest and importance because it sheds light on the question of directors and stockholders' responsibility for labor conditions in great industrial corporations. It was not included in the edition of the Colorado report published by the Commission, and unless Congress orders it printed it will not be available to the public. The final report of Mr. Manly as director, and of the various commissioners, occupies 450 pages. The Colorado report with the Rockefeller correspondence attached will occupy 250 pages. We are therefore asking for 200,000 copies of a volume containing only 700 pages.

No question now claiming your consideration is of such vital importance as the question of what constitutes the right relations between those who toil in

field and factory and those who own and manage industry. The future peace and well-being of the nation depends on a proper working out of our industrial problem. In a democracy such as ours that problem can be worked out in only one way—through the will and conscience of the people. That will and conscience must in turn be founded on a full understanding of all the facts. Therefore, in asking that the material gathered by the Commission be placed at the public's disposal, we ask that you take that action which, more than any other which is open to you, will make for a solution of our most pressing problem.

#### ARMY AND NAVY

Without participating in discussion regarding the size of the Army and Navy, liberal and radical forces brought together in the Committee on Industrial Relations by Frank P. Walsh are preparing to conduct a vigorous campaign before Congress during the coming debates on national defense.

Besides urging government manufacture of all munitions, and asking that taxes be levied on inheritance and incomes to meet the cost, Walsh and his associates will urge that any additional military forces be organized on a democratic basis. They will insist that the undemocratic militaristic conception concerning the common man shall not be foisted on the country through the increased prestige of the military profession that is threatened by the defense propaganda.

To this end Congress will be asked to provide quick and easy avenues of promotion for deserving men in the ranks of both the Army and Navy. The spirit of fraternity and equality animating officers and men in certain foreign armies will be cited as an illustration of what can be accomplished through democratic means if Congress should decide that men must be diverted from useful pursuits to soldiering.

Under present regulations a few enlisted men in the Army and Navy can become commissioned officers, but the number is very limited and many obstacles are thrown in the way of such promotion. Chairman Walsh of the

Committee on Industrial Relations in a statement issued from the Committee's headquarters in the Southern Building said:

"One of the many evil results of militarism is the degrading caste system which has been accepted even in this free democracy as a necessary feature of military efficiency. If the time comes when we must submit to the organization of large armies in this country in times of peace, the spirit of democracy will be weakened or destroyed unless we carry our democracy into these armies.

"Absolutism has heretofore been accepted as necessary to discipline. Now we know that this is not true. The great war has taught us that a democratically organized army, in which officers and men eat the same fare at the same tables, and in which the spirit of brotherhood reigns, can be as efficient, if not more efficient, in the bloody business of human slaughter, than an army organized on an autocratic basis.

"Disastrous as are the economic effects of militarism, these effects are nothing compared with the destruction of the spirit of democracy, and there is a very real danger that this spirit will be gradually and insidiously destroyed if the big Army and Navy men succeed in putting over their program.

"The voice of the common man must be heard in Washington in clear, ringing tones. Powerful agencies are at work to dazzle Congressmen with the glamour of world power and American supremacy in foreign trade. Those Congressmen who refuse thus to be dazzled may be called unpatriotic and provincial when they insist that American supremacy abroad must not be founded on industrial injustice and economic exploitation at home. We must let these men know that the heart of America, the America of workers and producers, beats with them.

"The Committee on Industrial Relations is militant. It does not condemn struggle and sacrifice. It rather demands struggle and sacrifice. But we insist that the common people of America shall not make sacrifices to enable their exploitation to conquer foreign markets; that they shall not build huge armaments to

protect foreign interests purchased with wealth that belongs and is sorely needed at home.

"We need all the spirit and courage and sacrifice of which we are possessed to conquer America for its people. We can do this only by winning for the workers and producers the right of self-government in the workshop, the mine, the store and the farm, including the right of determining how the products of their toil shall be distributed.

"Dazzling figures showing the volume of our exports must be regarded as a reproach so long as one-third of our wage-earners receive less than enough to maintain a decent existence and the babies of the poor who are also the industrious die for lack of adequate food and air.

"What we fear is an insidious growth in the power of those whose slogan is 'Property First.' These are the men who see America in terms of trade statistics. Such men are true to their instincts when they glorify military power and belligerent national pride. While we insist that America shall be defended, if defended it must be, in the name of freedom and justice, they insist that it shall be defended in the name of property and worldly pride."

In a statement Mr. Keating said:

"The people will not and should not tolerate any plan for raising revenue that increases the cost of the necessities and small luxuries of the poor, or that reduces the incomes of families that are struggling along on small salaries. Such a plan is the proposal to extend the special war tax, to tax gasoline, to reduce the limit of exemption for the income tax, and worst of all, to re-establish tariffs by which the government revenues profit less than do the dealers who make these tariffs an excuse for high prices.

"Any increase in the burden of military and naval expenditure must fall on those best able to bear it and, therefore, it must fall on that class which possesses the greater part of the nation's wealth."

The report of Mr. Basil M. Manly, director of research and investigation for the United States Commission on Industrial Relations, shows that:



"Between one-fourth and one-third of the male workers 18 years of age and over, in factories and mines, earn less than \$10 per week. From two-thirds to three-fourths earn less than \$15 per week.

"There are in the United States 1,598 fortunes yielding an income of \$100,000 or more per year.

"Forty-four families in 1914 had incomes of \$1,000,000 or more each.

"Two per cent of the people own 60 per cent of the wealth.

"Thirty-three per cent of the people own 35 per cent of the wealth.

"Sixty-five per cent of the people own 5 per cent of the wealth.

"BASIL M. MANLY, Director."

### The "Department of Labor."

The following article gives quite a clear view of the changes going on in public sentiment relative to the use and abuse of power of individuals, and the need of the petty tyrant has earned a widespread hatred: In the family, in the different civil departments of the government, particularly in the army and the navy during all periods of history, this unhappy being has thrived by making others unhappy. And since he is found wherever there is a chance to use or, rather, to misuse power, it is not strange that he is a familiar figure in the industrial world. There he has had an opportunity to exercise his peculiar talents to an extent that until recently has been little realized.

More and more, however, capitalists and students of industrial conditions are coming to see that arbitrary authority, especially in the hands of factory superintendents and foremen, from whose peremptory decisions workmen can make no appeal, is responsible for a large part of the unrest and disturbance of the present day. Again and again investigators find that the cause of a strike or of a threatened strike lies in some grievance so easy to remove that it is hard to understand why it was tolerated for more than twenty-four hours. The reason usually is the presence at some strategic point of the petty tyrant, purblind in his power and prejudice, who

marks for slaughter any individual workman that dares to complain.

It is the province of boards of arbitration to investigate all such causes of trouble when they are serious enough to bring about a revolt of the whole body of employees. But that method cannot be called into play soon enough, and it is inevitably slow in its workings. Grievances in a factory, like grievances elsewhere, require quick treatment, if they are not to grow great and spread. In the light of these facts, some corporations that employ large numbers of workmen have started a "labor department," the duty of which is to search out all the maladjustments and causes of friction that are bound to attend the running of any huge piece of human machinery, and, as far as possible, to remedy them before they become a source of trouble. When any employee has a complaint to make, he may prefer it to this department, secure in the knowledge that he will not be punished for doing so.

The number of employers who have had the clearness of vision to see the advantage of this method of handling the men and women upon whose loyal work the welfare of the industry depends is as yet small; but as the success of these experiments becomes better known, it is almost certain that the plan will be more widely tried. By establishing better relations between employer and employees, it can hardly fail to ameliorate the industrial situation.—*Youth's Companion*.

### Child Labor Day—Why?

The 22d, 23d and 24th of January will be Child Labor Days, the National Child Labor Committee announces. Saturday will be observed by synagogues, Sunday by churches and Sunday schools, and Monday by secular schools and clubs, and if last year's record means anything, at least 9,000 organizations all over this country may be expected to recognize the day.

But why? Why have a Child Labor Day? Surely America is agreed that child labor is not consistent with her ideals. The National Child Labor Com-

mittee realizing that these questions will be asked, has issued the following explanatory statement:

"Child Labor Day is a reminder. We have a strong sentiment in this country against the exploitation of children, but perhaps for the very reason that our sentiment is strong—so strong as to make it hard to believe child labor can exist in America—we have never taken the decisive steps to end once for all the labor of children.

"If a 14-year age limit in factories and 16-year limit in mines were enforced throughout the country, more than 50,000 children would immediately be eliminated from industry. That is, more than 50,000 children are at work in the United States contrary to the primary standards of child labor legislation. If the 8-hour day and no night work in factories were the law for children under 16, another 100,000 children would be affected. There are still states in the Union where children 9 or 10 years old may be found at work in the mills. There are still states where the child of 12 may work 11 hours a day. There are still states where the education of a child under 14 is not compulsory. The census of 1910 found 1,990,225 children between 10 and 16 at work in this country.

"It is because these things are so and we in America are apt to forget them, that we ask our friends to observe Child Labor Day and remind the country that child labor in the United States is a live, pressing issue.

FLORENCE I. TAYLOR,  
Publication Secretary National  
Child Labor Committee, 105 E.  
22d st., N. Y.



GENERAL COMMITTEE OF ADJUSTMENT, NORTHERN PACIFIC RAILWAY

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H. H. Deering, V. Chr., 262	Fred Morgan, Gen. Chr., 144	W. T. Nickles, S.-T. 279	B. J. Bassett, 282	F. I. McDonald, 273	



JOINT COMMITTEE OF ADJUSTMENT, MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, "500 LINE"

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## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. *Noms de plume* may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

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### The Old Year and the New

EDITOR JOURNAL: Another 12 months have passed. Old Father Time has garnered into the great unknown another year and we must be content.

"To close up his eyes and bind up his chin,  
There's a new face at the door, my friend,  
A new face at the door."

Nineteen sixteen stands at the threshold of the New Year, young, buoyant, full of hope and expectations; but what the future holds in store no one can tell, and until the New Year shall have passed away the real harvest will not have been revealed; and well it is, kind reader, that we cannot discern what our future destiny is to be; for this we know, were it possible to penetrate a future yet unborn and live in expectancy of the coming ill, hardships and adversities incidental to the average life, our lives would be full of misery and of woe, and it would be better "that we had never been born." But it is well to review the past, look over our shortcomings, weigh carefully our deeds of commission and omission and endeavor to profit by this in the future. We are unable to recall a single thing already done, or to retrace our many ways, and we repent for past shortcomings and make new and determined resolutions to improve the ever-fleeting present and coming tomorrow.

What of the past year? Did it bring to you peace and plenty, good health and happiness, or was it spent in turmoil and want, sickness, and adversities? Did

you do your part by your family, your neighbor, and yourself? Did you practice the teaching of the Golden Rule, or did you lose sight of the interest, care and welfare of anyone save your individual self? If you have made an effort to relieve the suffering of others less fortunate in God's mercy than yourself, have you fed the hungry, clothed the naked, and bound up the wounds of your fellowmen, you have nobly acted well your part and sure is your reward. If, on the other hand, you have done none of these good and noble deeds, truly let me say to you, you can count the past year as one of misspent days; and now is the time by God's help to make a firm and determined resolution to render some service to God and his creatures during the coming year; and, if your life is spared to witness the passing of nineteen sixteen, you will realize your time has been well spent, you will feel better, your life will be brighter, your home happier, and you will be recompensed a thousand times over in many ways for the small financial sacrifices you may have made, and last, but not least, in so doing you will have brought gladness and happiness to the hearts of others and changed a path of thorns and sorrows to one of roses and contentment. While we can help in many ways our fellowmen, there is nothing we can do more productive of good-will and fellowship than a kindly greeting, a warm handshake of brotherly love and a word of cheer. If good things are to be done or said, let it be so while there is life. Many men have gone through life, starving for a word of cheer, and dying, so to speak, for a merry smile and warm grasp of brotherly love, and yet when the Grim Reaper called them to their last reward and the debt of life was paid, others who should have befriended them in life gather around the last resting place, heap floral offerings upon his coffin and the grave, and about the only consolation to be offered his heartbroken, grief-stricken wife and family is to whine, "He looks so natural," or may be to say "He was a good man." Strange to say, they never found this out, from some cause, until too late to add one iota of happiness or pleas-

ure to cheer him along the rough and rugged road of life.

As I sit by the fireside penning these thoughts, my mind wanders back to by-gone days, and I reflect seriously on the past 12 months, and as I review the changes that have taken place, call to mind what has been done, what has been lost or gained and what might have been, and while I can recall many pleasant happy occasions and admit some things for our good have been accomplished, the efforts of our labors have not been overproductive of good results, so let us profit by a sad experience and hope and trust the New Year will deal more kindly by all.

How time flies! It seems but as yesterday since we celebrated the birth of the lowly Nazarene. How changed are conditions! It used to be that, months before Christmas, the event was looked forward to with fond expectations and anticipated pleasure; its coming could be recorded by weeks, those days. Time seemed to drag, the sands in the hourglass of life ran so slowly they could be counted grain by grain, but not so now; years fly swiftly by, time speeds on at a rapid pace, the sand in the hourglass of life is running in a stream, and know,

" 'Tis only a few more trials,  
Only a few more cares,  
Life's story soon is told."

As I strain my eyes to penetrate the vista of time, I see the flickering rays of life's setting sun dimly gilding the western horizon of all that is mortal of man, which teaches, "We are traveling upon that higher level of time from whose bourne no mortal returns."

When we look around we miss many who were with us 12 months ago. There are vacant chairs; we do not see their smiling faces; we miss their joyous peals of laughter; at the roll-call there is no response, and we know they have answered the last summons and the spirit has returned to the God that gave it. Let us then bow our heads in humble submission and pay a passing tribute to our deceased friends and Brothers, and in one accord proclaim "Rest in peace." To the family and friends of any deceased members we can offer but feeble

consolations, but we can do deeds of kindness, speak words of comfort and of cheer to lighten their burdens along life's journey, and prove to them there is such a thing as the Brotherhood of Man.

The old year is dead and gone. The funeral dirge has been sung; let us thoughtfully review retrospectively, then draw the mantle of charity and look to and make our plans for the future, and make an honest conscientious effort not only to build up the Brotherhood and protect its interest, but to do some act, render some service, or extend a helping hand to our fellowmen, and if you will do this, in the end you will inherit a good name, which is to be chosen rather than great riches, and wear the crown of life.

To each and every member, I heartily extend A Merry Christmas and A Happy New Year. F. E. WOOD, F. G. A. E.

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### Brotherhood Insurance

INDIANAPOLIS, IND., Nov. 25, 1915.

EDITOR JOURNAL: As Division 492 has not appeared in your columns, I beg space for this article. I have been laid on the shelf for the past nine months and have not seen anyone take my place, so I thought best to take the bat myself.

Division 492 is in fine condition. We are having good attendance and a great interest taken in our work. I want to say one thing in favor of our Division and that is this: A more openhearted set of Brothers than we have can't be found in any organization. I was hurt on the 26th of February, 1915. The Brothers have watched over me and have attended to all my wants and have played the part of the good Samaritan, for which I am truly thankful and have not words to express myself to them. Their kindness shall never be forgotten by me. As I lay on the bed of affliction I could not help thinking of our insurance. I have been railroading forty-two years, but did not carry any accident insurance, so if I had not had a good bank account I would have been in a bad fix. I want to urge upon every good Brother not to neglect his insurance; keep it up and don't take pattern after me. We have an accident insurance than can't be ex-

called anywhere; costs less than any other and pays more. Show me any other insurance that will hand you any money back on a premium after they have collected same. Also show me an insurance that costs you a little better than thirty dollars per annum and will give you 104 weeks' benefit. Think of it! Pay you at the rate of \$20 per week and what you would draw at the end of 104 weeks. Can you beat it? I will answer No for you. We have two kinds of insurance that cannot be excelled by any other in the world. Now, Brothers, get together and let's all get in line and our premium will get less all the while. Let every true and loyal Brother fall in. One other thing—don't forget to pay your premium when it is due, for no insurance company or corporation of any kind will pay you unless you pay them.

Since I lay here part of the time hovering between life and death, I have been living some of my yesterdays over again. Looking back to my boyhood days when my mother was a widow and nothing to support me with but the work of her hands, I resolved if ever I got to be a man I would make her happy by making her a home; and this I did and kept her until death claimed her. Then and there I lost my best friend, as every boy does when he loses his mother. I was married in the year 1874, and I can truly say our house was always big enough for my wife and my mother, for they lived very happily together for nearly twenty years. Born to us three children, two girls and one son, all living and doing well, for which we are truly thankful. We were flooded once when we lived in a small town called Guilford, Ind.—washed all our belongings away. Then we had to start over again, and by the help of the Engineer H. Moody and my uncle we got started and rolled along very smoothly until the 26th of February, 1915, when running at a high rate of speed the engine jumped the track and turned on her side and slid 720 feet, and the fireman and I went 620 feet in the air somewhere and lit on a road about twenty feet from the track. The fireman lit in a mud hole just before we got to the wagon road. He got an awful twist, and the optic

nerves were so injured that he is going blind. Poor boy, he has my sympathy. I can see and walk around, while I am crippled for life in my right arm. I have many things to be thankful for this Thanksgiving. The good Lord rode in the cab with me, and notwithstanding I was lying alongside of death, the Lord reached his strong arm out and lifted me up and said to me, "You shall live," for which I am truly thankful, and that I might be returned to my family. Brothers, always take the blessed Master with you on your journey in the cab wherever you go. He is a very near and dear friend to have at all times. Yours fraternally,

J. M. BEGGS, Cor. Sec. Div. 492.

### Railroading in the Past

HERMISTON, ORE., Nov. 30, 1915.

EDITOR JOURNAL: Although in the railroad work for 40 years, I have never been in the train service, but have always had a warm place in my heart for the engineers. I can look back and recall many a kind act and encouraging word received from the "eagle eyes" on the old Fort Wayne, Jackson & Saginaw Railroad, when a young boy trying to master the mysteries of the telegraph business at Jonesville, Mich. Among my heroes of the throttle were Jimmie Reading, Frank Dilley, "Jim" Winnie, Milt Flagle, Johnnie Young, Ed. Yager, "Hank" and "Bill" Smith.

It seems to me that there have been about as many changes in the rules and regulations of railroads as there have been in the size of engines and cars. In the old days about every railroad had rules of its own, and Standard Rules were unknown. One road that I worked for had a rule that trains of the same class would proceed to time-card meeting point and wait there fifteen minutes for the other train, and five minutes for variations of watches, and then proceed until opposing train was met. How long would a railroad nowadays stand for a variation of five minutes in watches? Another road had a positive meeting-point for trains of the same class; this rule worked all right when both trains were on time, or when our one poor old

wire was working O. K., but if one train was late and the wire down, it caused some bad delays, but they didn't pay much attention to 20 or 30 minutes' delay in the old days. Now an engineer has to explain every minute's delay. Another road compelled its conductors when receiving a train order to come into the telegraph office and copy the order in a book kept for that purpose and sign the book. How would it look nowadays for a first-class passenger train to stand at a station while the conductor copied his orders in a book? In these stirring times an operator is considered pretty slow who can't hand up 19 orders to a train running 40 or 50 miles an hour.

Another old-time rule that caused considerable figuring was the one that said "No freight train will exceed a speed of 15 miles per hour." Under this rule a local freight with lots of work would be about a week making 100-mile run, so we had it fixed with the trainmen that they would do the running and we would fix the train sheet to show 15 miles per hour. We would mark them out of a station 30 or 40 minutes before they would really leave, and show a speed of 15 miles per hour to the next telegraph office. One day the superintendent came into our office and said, "How fast are these locals running?" We answered, "The train sheet shows 15 miles per hour." "Well," he said, "I was out in the woods, down the line yesterday, hunting, when the local passed, and I think they were running about 100 miles per hour," and that was all we ever heard of it. The question nowadays is, "Why are these freights not making better time?" I could write for hours about the good old days when about every fellow was trying to help the other fellow out and keep things moving, but will cease now for fear your readers are weary.

OREGON.

#### A Farm Home for Railway Men

BELLEVUE, OHIO, Dec. 9, 1915.

EDITOR JOURNAL: I have read with great interest an article in the December issue from the pen of Brother O. Hartley, entitled "Buy Land, Eliminate

Fish and Hot Springs." I wish to compliment the foresight of the writer in suggesting Florida as a State in which to build a home. But his idea of purchasing a tract of land in Tennessee, Kentucky or Missouri does not harmonize with his desire to establish a home in a climate where snow and low temperature do not prevail during certain seasons of the year.

While Tennessee, Kentucky and Missouri are centrally located, that advantage is offset by the well-known fact that there is little land available in any one of the three States for agricultural purposes, and the best is poor in comparison with productiveness of Florida soil. A tract of land in Florida—given proper care and attention—would not only be self-sustaining but *would* yield a handsome income on the investment, and, at the same time, the land would triple its value just as it has done in California.

Too few people know the truth of this garden spot of America. True, its resources are exploited by unscrupulous land agents. But to get a true conception of its value, one must study it carefully, and spend some time on the ground investigating its resources in their relation to outside conditions. I have spent parts of four winters in Florida, watching the development of its great resources, especially its vegetable and citrus fruit industries. These alone produce handsome profits for the diligent, studious farmer. The culture of grapefruit is highly profitable, while vegetable growing likewise pays handsome returns.

The climate of Florida is the best in the country, if not in the world. From 1892 to 1913 its mean annual temperature varied only from 68.80 degrees to 72.30 degrees. The average is about 71.20 degrees. Its average precipitation during the same period was 47.40 to 61.93 inches. Its summers, contrary to prevailing opinion, are very delightful. Cooling summer breezes are the blessing of the trade winds. Its winters are like its summers—temperate, equable.

Florida is, without doubt, the most desirable for the establishment of a home for infirm, disabled members. Climate

is, above everything else, indispensable to good health or recuperation. It would be unwise to establish a home in any State subject to wintry weather. Why not surround the home with the beautiful, peaceful, green foliage of the grapefruit? Give its inmates the advantage of fresh fruit and vegetables the year round. Cover it with the genial skies of Florida and, above everything else, make it a profitable establishment by engaging in the culture of citrus fruits and winter vegetables.

Florida's famous lake region lies in the very heart of the citrus fruit section. It is located among the high hills of the State, commonly known as the Backbone Ridge of Florida. Its lakes abound with fish, its woods with game. It is the playground as well as the garden spot of America. An investment made in this locality will redound to the good judgment, *the health, the happiness* and the monetary value of the Brotherhood.

J. D. Cook, Div. 447.

### Fifty Years of Actual Service

EDITOR JOURNAL: Brother Stephen Casey, member of Division 318, on Sept. 30 stepped from his engine at Galion, Ohio, after a continuous service of fifty years, having arrived at the age of 70 years, which is the age limit of retirement on the New York Central Lines.

Brother Casey entered the service of the old B. & O. Company as fireman in 1863, and in 1865 was promoted to engineer, in which capacity he has served until his retirement. Brother Casey, like others of the old-time engineers, never fired coal, as he began back in the days of the old wood-burners and when the woodpile was the most familiar landmark along the right of way.

In his long term of service he has run every type of engine and in every class of service, but for the past twenty-five years has been in passenger service, and has never had a serious accident for which he was held responsible; duty and faithful service to the company was always his watchword, and the property which was entrusted to his care received the same careful attention as though

it was his own personal belongings.

Brother Casey has always been an ardent supporter of the B. of L. E., as he joined old Division 16 at Galion, Ohio, as soon after his promotion as he was eligible, and always retained his membership there until a few years ago, when he transferred to Cleveland, Ohio, Division 318.

Brother Casey being a man of unassuming and quiet manner, has always been held in highest esteem by the officials and fellow employees, and upon his retirement he received an exceedingly complimentary letter from all the division officials, congratulating him on his long years of satisfactory and faithful service, and wishing him prosperity and enjoyment of the rest that he has so justly earned. Very truly, J. R. C.

### William T. Doolittle, Div. 82, Retired

EDITOR JOURNAL: After 45 years of service as a locomotive engineer, 43 years of which were spent in the employ of the Chicago, St. Paul, Minneapolis & Omaha Railroad, William T. Doolittle, of 135 South Prairie avenue, who brought the first passenger train into Sioux Falls in 1878, was placed on the retired list at his own request, Nov. 27, 1915. In all of his years of active service, it is said of the retiring veteran engineer that he never had an accident of any kind where there was any blame attached to him, and that he was never the object of disciplinary measures. During his many years of railroad-ing, Mr. Doolittle has also been the recipient of high honors at the hands of his hundreds of friends and fellow citizens, being a prominent 32nd degree Mason, a Past Potentate of El Riad Temple of the Mystic Shrine, a Past-Grand Commander of the Knights Templars of South Dakota, and a former mayor of Sioux Falls, as well as an alderman and president of the city council under the old municipal government system, and a member of important city committees. His devotion to the public good stands as an unquestioned fact of his career, whether occupying office or in private life. by His life record



is that of a man who has been fearless in conduct and stainless in reputation.

Mr. Doolittle was born March 30, 1849, in Loudonville, O. His parents, Lucius and Eleanor Doolittle, removed to Upper Sandusky, O., in 1859, and there as a boy he attended the public schools until he was 14 years old. His father was well to do and had planned a good education for his son, but when the Pittsburgh, Fort Wayne & Chicago Railroad, the second line constructed in Ohio, was built through Sandusky, William T. Doolittle was so much impressed that he decided to be a railroad man, and much against the wishes of his parents, abandoned the schoolroom to take up railroad work. He went to Fort Wayne, Ind., where the new shops of the road were opened, and there served an apprenticeship of three years.

When a youth of 17 he went upon the road as a fireman, and after serving two years in that capacity was promoted to the position of engineer of a freight train. A year later he was given a passenger run, which he held for two years, and when the engineers of the line went upon a strike he removed westward to Sioux City, Ia., in March, 1873. Sioux City then was a town of about 3,000 population.

At that time Mr. Doolittle entered the employment of the Chicago, St. Paul, Minneapolis & Omaha Railroad, with which he continued on the run from Sioux City to St. James, Minn., until 1878. In that year was built the first road that ever entered Sioux Falls, and Mr. Doolittle ran the first train into the city. With the exception of one year, when he was instructor for the road, he has remained upon this run continuously since, covering a period of 38 years, but has been with the company 43 years.

He organized the first Division of the Order in the Northwest at Sioux City, Ia., in 1876. The Grand International Division of the Order presented him on Aug. 16, 1913, with a medal in faithful service for the Order and made him an honorary member of the Grand Lodge for life. Of the 7,000 employees of the Omaha road he has the honor of being number one on their list. In fact, there

is no other one of the 7,000 employees on the 2,000 miles of road who was with the company when Mr. Doolittle joined them. This road has a veterans' association and Mr. Doolittle is one of the 162 who have been with the company for more than 30 years, and is thus entitled to membership in and is a member of the association.

Mr. Doolittle has ever had the interests of Sioux Falls at heart, and a recognition of that fact has led to his selection for various positions of public trust. He was elected alderman of the first ward in 1896, and was reelected in 1898, acting as president of the city council in 1897. He was on the committee with C. A. Jewett and J. W. Tuthill to build the new water works plant for the city of Sioux Falls, and the work was completed at a figure less than the estimated cost. This was one job entirely free from any suspicion of graft. On April 21, 1908, Mr. Doolittle was elected mayor, and it is generally admitted that he gave the city the cleanest administration that it has ever had. As the chief executive of the city he stood constantly for reform and progress, working untiringly for the interests of the people.

On December 26, 1873, Mr. Doolittle was married to Miss Catherine Strock, and they became the parents of three children: Jessie, who died at the age of three years; Walter S., and Grace. Walter S., now an engineer on the Omaha road, wedded Marie Freeble, of Sioux Falls, and they have five children. The daughter Grace is the wife of Neil D. Graham, a commercial traveler, living in Sioux Falls, and they have one child.—*Sioux, Dak., Daily Argus and Leader.*

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#### Bro. T. F. Willis, Honorary Member G. I. D.

ST. PAUL, MINN., Dec. 8, 1915.

EDITOR JOURNAL: As it seems to be the custom, on receiving an honorary badge, to send in a record of your railroad history, I am submitting the following:

First let me say that I highly appreciate the honorary badge and what it stands for, and greatly enjoy reading the railroad history of the old Brothers.

I was born March 11, 1844, and served



Bro. Theo. F. Willis, Div. 474

the last nine months of the Civil War in the 43rd Wisconsin Volunteer Infantry.

In 1868 I started in firing on the Burlington out of Aurora, Ill., and was promoted to engineer in 1871. I joined Div. 32 there on July 12, 1875, and shortly after entered service with the Sheboygan & Fond du Lac. In 1878, I left this road, going West to the C., M. & St. P., running out of Hastings, Minn., for two years. I began running for the Northern Pacific in 1880, and remained with them in actual service for 35 years, until my health failed me and I voluntarily retired on August 1, 1915, as far as running an engine is concerned.

After 44 years running, I am fortunately able to say that I have never had anyone injured working with me or riding behind me, although I have been somewhat injured myself.

The snapshot shows me sitting on the rear steps of my home.

Yours fraternally,  
THEODORE F. WILLIS, Div. 474.

### Fifty-One Years in Railroad Service

MILAN, MO., Nov. 8, 1915.

EDITOR JOURNAL: Division 567 takes pleasure in presenting the photo of Bro. Charles Clarence Hammond, who has 43

years' continuous membership in the B. of L. E., and has received gold badge as honorary member of the G. I. D.

Brother Hammond was born in the state of New York, Geneseo county, March 22, 1852; with his parents moved to Missouri in the fall of 1860, settling at St. Charles, Mo. When 12 years old he began his railroad service with the North Missouri Railroad (now the Wabash) in the upholstering department, where he remained one year; was then transferred to the coppersmith shop, serving until the fall of 1867, then as switchtender and switchman in St. Charles yards until the spring of 1869, when he commenced firing under master mechanic Mr. Edward Taylor; was promoted to engineer in the spring of 1871. At this time the road was known as the Kansas City, St. Louis & Northern. On account of committee being discharged, with others resigned March 16, 1873, had application in to join B. of L. E., but could not be admitted until 21 years of age; joined Div. 86, March 27, 1873.

In the fall of 1873 he accepted a position as fireman and extra engineer on the Quincy, Missouri & Pacific, now the Quincy, Omaha & Kansas City, took



Bro. Chas. C. Hammond, Div. 567

regular run in the spring of 1875, making 42 years on one division, and is still pulling passenger between Quincy, Ill., and Milan, Mo.

Brother Hammond joined the insurance department Feb. 20, 1880. In the early days the assessments ran very high and were sometimes hard to meet, but Brother Hammond says he never missed a regular or special assessment, and hopes to live to pay many more. He was married in Brashear, Mo., April 19, 1877, to Miss Mary Jane Conkle; they now reside at 1001 Vermont street, Quincy, Ill., and would be pleased to hear from any of the old members, and the new ones as well.

MEMBER OF DIV. 567.

### Bro. Michael Welch, Div. 367

SYRACUSE, N. Y., Nov. 16, 1915.

EDITOR JOURNAL: Bro. Michael Welch was presented with an honorary badge by Div. 367, on October 12, 1915, which was conferred upon him by the G. I. D., for his 43 consecutive years of faithful membership, and one of the old veterans by whose efforts was made possible the Organization of today.

Our Chief Engineer, Bro. Wm. Taylor,



Bro. Michael Welch, Div. 367

in well-chosen words made the presentation, to which Brother Welch ably replied.

Brother Welch was born August 23, 1845; began his railroad career at the age of 19 as brakeman on the Syracuse & Oswego Railroad, now leased by the Lackawanna; was brakeman for two years, then went firing; was promoted to engineer Feb. 2, 1872, on the same road, and continued in that capacity until pensioned off May 12, 1910.

Brother Welch and the members of Div. 367 desire to express their appreciation for the honor bestowed upon them by the Advisory Board of the G. I. D.

Brother Welch is the first to receive an honorary badge here, and we hope we may all receive one in due time.

Yours fraternally,

MEMBERS DIV. 367.

### Bro. Robert Small, Div. 471, Retired

TRENTON, MO., Nov. 30, 1915.

EDITOR JOURNAL: Forty-three years ago Robert Small began running an engine for the Rock Island Railroad. Sunday at 12:05 he came in on No. 30, put his engine in the roundhouse and retired from railroading.

It is a rule with the Rock Island not to employ an engineer after he reaches the age of 70, and it is a queer coincidence that Mr. Small made his last run on the date he was 70 years old, Sunday, October 31.

For 43 years he has been at the throttle of a Rock Island engine, most of the time on a passenger train, and never on a branch line or light run. Many engineers take a branch line run with small trains, but Mr. Small stuck to the main line run and always had a heavy run, most of the time on Nos. 11 and 12, or 29 and 30, the heaviest runs on the main line.

In all that 43 years he hasn't a black mark against him or has he received an injury of any consequence. Many times the other railroad men have said, "Bob, you only have a short time longer to serve and you'd better quit and take your pension before something happens." But Bob Small wasn't made out of that kind of stuff. He not only stuck to his job, but stayed on the main line, continu-



Bro. Robert Small, Div. 471

ing to run the big trains and holding the job he had always held. He even worked up to the last day the company will permit a man to run an engine—the day he was 70 years old.

Mrs. Small says it seems queer to them already that Bob did not go out on No. 11 this morning. Bob was awake all right when No. 11 came in this morning and said "She went out on time." He was expecting the call boy just the same as he had been expecting him for the past 43 years.

There is no question but what an affection has grown up between Bob Small and the engines on the Rock Island Railroad. There has also an affection grown up between him and the other employees of the Rock Island. From Supt. Coughlin to the office boys this engineer has won a place in their daily life and work that will be missed very much by his retirement.

He is hale and hearty, anxious to stay with his engine, and the superintendent would like to keep him on the job, for he is one of the best engineers on the road; but the ruling that all engineers must retire at the age of 70 compels him to give up his job. He will be retired on the pension

list and for the rest of his days enjoy a well-earned rest.

Mr. Small says it is going to be pretty lonesome for awhile and he will no doubt have many longings to sit in the cab and feel the throb of his engine under him. His many friends hope he will live many years to enjoy the well-earned rest of a faithful employee who knows his duty has been well done. — *Trenton (Mo.) Times.*

### Brother E. L. Barker, Div. 10

TEXAS, Dec. 7, 1915.

EDITOR JOURNAL: Having received the honorary badge of the G. I. D., I wish to thank the Grand Office and members of Div. 10, Chicago, Ill., which Division I joined May 10, 1875, and as it seems customary I will give a brief synopsis of my railroad experience.

I began railroad life working on the Marietta & Cincinnati Railroad in 1860, sawing wood for wood-burning engines, then worked as brakeman and later worked nine months as fireman. I left that road and went to Chicago, where I secured a position as fireman on the Illinois Central Ry., between Chicago and Champaign, and remained in this service until I was promoted to engineer in 1869, and continued in the service of



Bro. E. L. Barker, Div. 10

that company until Nov. 22, 1892, when I lost a leg in a wreck. A year later I was appointed to the Board of Examining Engineers and served in that capacity for eight years. I then left Chicago, going to Mississippi, where I bought a half section of land, sold after two years, and came to Texas in the employ of the C. R. I. & P., Water Service Dept. I have gotten along very well. Have bought 737 acres of land and am well and hearty.

With very best wishes for the future of the B. of L. E., I remain

Fraternally yours,

E. L. BARKER, Div. 10.

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**Bro. Gilson W. Metcalf, Div. 97**

So. BALTIMORE, MD., Dec. 10, 1915.

EDITOR JOURNAL: The enclosed photo is of our veteran Brother, Gilson W. Metcalf, who has been a member of Div. 97 for 41 years, and on October 10, 1915, the C. E. called on our old veteran, Brother D. Wright, to present Brother Metcalf with a badge of honor on behalf of the G. I. D., and to say he was pleased is putting it lightly.

After the presentation these old Brothers went over their experiences and trials the members had in helping to make this Brotherhood what it is today. Bro. Metcalf gave up his engine on account

of his health and went into business, of which he has made a great success, yet has always been active in the interest of the Division.

Our Brother requests that if there are any old members of the B. of L. E. who recognize this photo, they will address him a postal. He is doing business at 221 N. Liberty st., Baltimore, Md.

Faternally yours,

S. E. LABARRER, S.-T. Div. 97.

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**Bro. T. L. Donnellon, Hon. Member G. I. D.**

CHICKASHA, OKLA., Oct. 6, 1915.

EDITOR JOURNAL: On request of Div. 523, I write a short sketch of my life for the JOURNAL.

I wish to thank the B. of L. E. for presenting me with this badge and making me an honorary member of the G. I. D. Several of the Brothers came to my home October 4 and gave me an agreeable surprise, bringing with them ice-cream, cake and cigars. Bro. H. A. Decker, S.-T. of Div. 523, presented the badge to me. Other members present were Bros. I. S. Jones, W. P. Keegan, Chas. Warnberg, C. W. Rutherford, J. Schuckrow, L. L. Washburn and J. C. Brown.

I was born at West Alexander, O., Nov. 17, 1841. I enlisted in Company E, 22d Ohio Vol., Aug. 5, 1861, and was honorably discharged from the service Nov. 18, 1864. I was at the siege of Ft. Henry, Ft. Donelson and battle of Shiloh, and the first and second battles of Corinth, Miss., and many other smaller skirmishes; I served three years and three months.

My first firing was on a switch engine in Chicago for Chicago & Great Eastern R. R., in 1867, and in 1868 went to Council Bluffs and fired on a construction train on the C., R. I. & P. for George Bewgiman. In 1869 I went to Chicago, and left there on engine No. 165 for Eldon, Ia.; fired between Eldon, Trenton and Davenport, Ia., until I was promoted to engineer in 1872, and ran extra, and in 1885 left the C., R. I. & P. to go on the Fulton Narrow Gauge in Illinois. Worked there one year and then went back to Eldon and went on the C., R. I. & P. again. Took an engine from Trenton, Mo., to Horton, Kans., in June, 1887, and ran be-



Bro. Gilson W. Metcalf, Div. 97



Bro. T. L. Donnellon, Div. 523

tween Horton and Herington, Kans., on local, and then took a passenger run on the Southwest out of Herington to Pratt, Liberal and Dodge City, Kans. Afterwards going to Caldwell, Kans. on a passenger run between Caldwell, Kans., and Chickasha, Okla., and later took the Billings branch between Enid and Billings, and later the E. & A. from Enid to Waurika, all for the C., R. I. & P. Was on my run from Anadarko to Enid when I had the misfortune to be stricken with paralysis at Anadarko, on June 9, 1903, so was not able to run an engine again, and the company gave me the pump station at Darlington, Okla., until I became totally disabled.

I joined Div. 60, Davenport, Ia., in July, 1873, 42 years ago, and was transferred to Div. 181, Eldon, Ia., as a charter member and transferred to Div. 261, Herington, Kans., and transferred to Div. 523, Chickasha, Okla., of which Division I am still a member.

I am now making my home with my daughter, Mrs. J. E. Dickinson, Chickasha, Okla.

Wishing the B. of L. E. all the success and prosperity possible, I remain,

Yours fraternally,

T. L. DONNELLON.

### Bro. J. L. Haver, Div. 436

BIRMINGHAM, ALA., Nov. 10, 1915.

EDITOR JOURNAL: Bro. J. L. Haver having passed his fortieth year as a member of the B. of L. E., and being presented with the badge on October 21, giving him the distinction of being an honorary member of the G. I. D., he was requested to give the Division a synopsis of his life and railroad experience, which he was kind enough to do and which follows:

J. C. DEHOLL, S.-T. Div. 436.

*To the Members of Div. 436:*

DEAR SIRS AND BROTHERS: In response to your request, I will say that I was born in Zanesville, O., Aug. 11, 1851; my parents moved to LaSalle, Ill., going to public school there, and when I was 18 years old, being one of a family of nine children and needed to do something to help, in the fall of 1869 I left home and went to the southern part of the State and got employment on the St. Louis & Southeastern Railway, which was then under construction, and worked in different capacities, such as switchman, yardmaster and brakeman for over a year, and then went to firing and was promoted to engineer June 30, 1873; ran a freight four years and passenger two



Bro. J. L. Haver, Div. 436

years, when ill health caused me to resign and go West.

In May, 1857, I was initiated into Div. 148 at Mt. Vernon, Ill., Bro. P. M. Arthur performing the ceremony. He was visiting that Division at the time, and I being a candidate, the Brothers thought it would be nice to have him perform the ceremony, which was done in a very impressive manner. This Division surrendered its charter about 1878 on account of failure to pay the assessments for the Boston & Maine and Philadelphia & Reading strike. I was the only member in this Division, so I was told, who paid this assessment to the Grand Office, and Brother Ingraham told me that I could remain a member of the Grand Office or they would transfer me to any Division I would designate, and as I was running into East St. Louis, I was transferred to Div. 49 at that place.

In the meantime I got married in 1876 at Mt. Vernon to Miss Nettie Moffitt.

After leaving the Southeastern road, which is now the St. Louis division of the L. & N., I went to work on the St. Paul, Minneapolis & Manitoba, now the Great Northern Railway, and remained there about one year, running out of St. Paul, when I had a position offered me on the Cincinnati Southern, which I accepted and went to work there in the fall of 1880; and in January, 1881, was transferred to the Alabama Great Southern, where I remained 23 years, running passenger engine 20 years of that time. On the 2d day of February, 1904, I met with an accident; ran into an open switch, the engine turned over, breaking my left leg. After it got well, having accumulated some of the world's goods, I concluded to resign and let some of the younger men take my place, as I had been on a locomotive almost continually for 35 years, and felt that with my income and what I could make doing something else I would get along all right, and up to this time have no reason to complain.

The best thing a man can have is a helpmate to manage and take care of what he earns, and I have had that all these years, my wife standing by me

through thick and thin; and while I think she felt that when the pay days stopped we would go to the poorhouse, we have not arrived there yet and it doesn't look now as if we would soon.

I have held some official positions in my Division ever since coming to the Q. & C. system until some time after being in active service, until my outside business took too much of my time to attend to Division business, as I was F. A. E. at that time.

J. L. HAVER.

### Wilson W. Brown and W. J. Knight

ELKHART, IND., Dec. 4, 1915.

**EDITOR JOURNAL:** In the November JOURNAL of 1915 I had a short biographical sketch of Wilson W. Brown, one of the Andrews Raiders, and one of the five living. In my article I mentioned the name of W. J. Knight, who, with Brown, was detailed to go with the raiders on account of their previous experience on a locomotive.

On December 3, 1915, I had the good fortune to meet and have a six-hour visit with Mr. Knight, who gave me a brief sketch of his life, among which were some very interesting incidents concerning the capturing of the "General," his escape and recapture, and final escape several months afterwards.

Mr. Knight was born in Wayne county, Ohio, 79 years ago, and drifted into railway service in either 1855 or 1856, as a fireman on the Pittsburgh, Fort Wayne & Chicago Ry. He was placed with an engineer named Ed Rust on a locomotive used in construction service, and was made an engineer one year later. He left that road just before the Civil War and later enlisted in Company E, 21st Ohio Volunteer Infantry.

Mr. Brown was in Company F, and although in the same regiment, Brown and Knight were unacquainted before grouping together and starting out with the captured train on that memorable day—April 12, 1862.

Mr. Knight lost his parents before he was six years old and had one brother only, who died in Andersonville prison. After the war Mr. Knight secured a position on the Pan Handle, his home termi-



W. J. Knight

W. W. Brown

nal being Richmond, Ind. After about two years' service he got employment with the Government in the improvements of the upper Mississippi River in northern Minnesota, his natural mechanical ability securing him a good position. After 12 years with the Government he located at Stryker, Ohio, which is still his home. After locating at his present place he worked about four years in a milling plant, since which time he has not followed any regular vocation. Mr. Knight is an expert in clock repairing and passes his time quite profitably in fixing up the time-pieces for his neighbors, especially during the severe winter weather. He has a little workshop in one corner of the barn where he does light carpenter repairing and fixes lawn-mowers in the summer weather. Mr. Knight is the father of seven children—five boys and two girls. Three of the sons and the two daughters are still living, one of the girls being the wife of the station agent at Stryker. One of the sons is engaged as clerk and operator in the police department at West Pullman, Ill., another son, J. M. Knight, is in the car accountant's office of the N. Y. C. at Englewood, Ill. J. J. Knight, the third son, is in the tower at Goshen, Ind.

I found Mr. Knight a well-read, broad-minded man, and in quite good health considering his age. I feel that I have been honored by having the privilege of visiting and shaking the hand of this brave, honorable veteran of our Civil War, who was one of the heroes of the Andrews Raid.

I will send with this sketch a photo of Mr. Brown and Mr. Knight, which I hope may be given space in our JOURNAL.

To my friends and brothers on the N. Y. C., between Toledo and Chicago, I will say, look for Mr. Knight when you pass through Stryker. If you see a stockily built elderly gentleman wearing long white whiskers and glasses, give him a "high ball," if you do not stop; if you do stop, and have the time, step right up to him, grasp his hand and wish him the best that there is in life.

W. W. Brown has the agency for Rev. W. Pillenger's history of the Raid. Anyone desiring a copy should write W. W. Brown, 874 Forsythe st., Toledo, O.

Yours fraternally,  
J. W. READING, Div. 286.

### Bro. Griscom Hay, Div. 380

EDITOR JOURNAL: Broad of shoulder, sturdy of build, square of jaw, keen of eye, attributes all of the highest type of an engineer, are the qualifications which greet the eye when Griscom



Bro. Griscom Hay, Div. 380



Hay reaches forth his hand for a brotherly clasp. And with that clasp Brother Hay's face is wreathed with a smile. His grizzled hair, mustache and imperial tell that his face is turned toward life's sunset. But his erect bearing, his vitality, his intense love of life, proclaim that age from the standpoint of years does not prevent a man from still being young, and that, among engineers, at least, "hearts do not change much, after all." For genial, sprightly Griscom Hay has been a member of the Brotherhood of Locomotive Engineers for 46 years.

Brother Hay was born in Schuylkill, Pa., on May 20, 1836. For nine months he fired an engine for the P. & R. Railroad when that line was in its infancy. Then he was promoted to engineer, in the year 1857. With his hand on the throttles of engines that were years ago relegated to the scrap heap, he pulled coal trains, freight trains and passenger trains for the P. & R. On Jan. 3, 1869, he became a member of Div. 75, of Reading, Pa., and since that day he has been a faithful member of the Brotherhood.

During the year 1872 he entered the employ of the Lehigh Valley, where he served the company faithfully until 1893. When he entered the employ of the Lehigh Valley, that company had a single track which ran to Sayre, and then over a "stub" to Waverly, N. Y. From Waverly to Buffalo the Lehigh trains were hauled over the Erie tracks. Those days seem long ago to the younger generation, and only a few men like Brother Hay can tell about running over what they called the "third rail." In those long-ago days the Erie was a wide gauge road, while the Lehigh was standard, and to permit the Lehigh to use the Erie right-of-way a third rail was laid inside the Erie rails, and trains composed of cars of both gauges were run over the line from Waverly to Buffalo. They presented a peculiar appearance, and Brother Hay delights to tell of the days when the "old-timers" ran over the "third rail" without protection from automatic signals, with safety devices almost unknown, but with train crews that knew how to run trains under adverse conditions.

In the year 1893 there was a strike on the Lehigh Valley, and true to his Brotherhood, Griscom Hay quit the employ of the Lehigh and was destined never again to pull a throttle. A year before, on June 12, 1892, Brother Hay transferred his membership to Div. 380, of Sayre, Pa.,

of which he is still a highly honored and esteemed member. His son, Joseph Hay, is a member of the same Division, and it is the pride of the son's life that he and his aged but still youthful father can sit in the same meeting and discuss the affairs of Southern Tier Div. 380.

Engineers after years of service become a distinctive type of manhood. Their devotion to duty, the dangers they face with nerves unquivering, when the property and lives are entrusted to their care, leave an indelible imprint on the personality of engineers; and the passing of years only adds to their personal traits that distinguish them from other men. Thus it is with Brother Hay; he is an ideal type of an aged engineer who has grown old in years but remains young in spirit, whose hearty handclasp tells that his heart is right, whose keen eye tells that he is unafraid and can be depended upon in emergencies, and whose devotion to the B. of L. E. is unquestioned. It is such as he who have made the Brotherhood what it is. May many ears pass before his life's run is finished, is the wish of all the members of Div. 380.

JOE PEPP, S.-T. Div. 380.

### Railroad Men's Home

HIGHLAND PARK, ILL., Dec. 1, 1915.

EDITOR JOURNAL: The following donations were received at the Home during the month of November, 1915:

#### SUMMARY.

Grand Division, B. of L. E.	\$2460 71
Grand Lodge, B. of R. T.	2594 02
Grand Division, O. R. C.	2274 82
O. R. C. Divisions	12 00
B. of R. T. Lodges	16 00
L. A. to O. R. C. Divisions	10 00
L. S. to B. of L. F. & E. Lodges	10 00
L. A. to B. of R. T. Lodges	20 00
Joseph Mulholland, Div. 752, B. of R. T.	500 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
A member of Div. 249, B. of L. E.	1 00
	\$7901 55

#### MISCELLANEOUS.

Two quilts from Lodge 104, L. S. to B. of L. F. & E., Heavener, Okla.  
 Quilt from Div. 285, L. A. to O. R. C., Hugo, Okla.  
 Quilt, handkerchiefs, pipes and tobacco from Div. 312, G. I. A. to B. of L. E., Seattle, Wash.

Respectfully submitted,  
 JOHN O'KEEFE, Sec.-Treas.  
 Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Happy New Year to All

To all who read these lines I wish a gladsome year in 1916.

"May all go well with you  
May life's day bring to you no more clouds than  
may glisten in the sunshine  
No more rain than may form a rainbow."

To realize the fulfillment of this wish methinks we must take heed of the moments, that the hours shall pile up to our credit in the storehouse of time as hours spent in the fulfillment of good resolutions.

We know it is the custom at New Year's to make resolutions, the fulfillment of which we believe will bring us nearer the ideal we look up to. We surely are better for the desire, and if we can accomplish our purpose, what contentment and happiness we will experience. If we fail, good friends, we are better for the effort. Do not despair, but try again.

At least let us try to be bright and cheerful, give to the less fortunate a kindly smile, a word of cheer, for

"A laugh is just like sunshine  
It freshens all the day  
It tips the peak of life with light,  
And drives the clouds away.  
The soul grows glad that hears it  
And feels its courage strong—  
A laugh is just like sunshine  
For cheering folks along."

Yours for happiness,

MRS. W. A. MURDOCK,  
Grand President.

### The New Year

A New Year's greeting: Happiness to all;  
How sweet the words that fall upon the ear,  
Like birds' notes when among the blooms they call  
Each other in the springtime of the year.  
The words of friends, and others still more dear,  
Fall on the heart this morn as summer's dew,  
And, freshening it, new blossomings appear  
Within affection's bowers we never knew  
Until this loving greeting brought them into view.

A Happy New Year comes to all this day  
And every bosom with emotion swells.  
The past year's sorrows let us cast away  
And look for joys in yet unfathomed wells.  
And so, dear friends, I send it on to you—  
This greeting from my heart of hearts sincere,  
May each day bring you peace with sorrows few,  
To brightly spin life's thread and have no fear,  
This is my wish for you the coming year.

Another New Year! This shall be my prayer:  
"Lord, give us grace to live each passing day,  
Help us to know that we are in Thy care,  
Teach us forgiveness in Thy holy way.  
If sorrows come and acts are misconstrued  
Let Patience, Charity and Love appear—  
To help us bear till all is understood  
When we have entered Life's unending glad  
New Year." MARY E. CASSELL.

### Greetings

Another year has rolled by. Silently into the yesterdays of life the old year has drifted, and individually no doubt many changes have been made during its brief stay. Looking through the annals of the noble Order to which we belong, we find ourselves like the business man, gathering up the loose ends and with a calculating eye going over our accounts for the year, balancing our columns ere we open a fresh page in the ledger. We look over the pages of the last twelve months with satisfaction, because we have accomplished much for the good of our Order. It has been steadily growing until it has passed the twenty-five thousand mark in member-

ship. Our finances are growing, are well invested and cared for. We have deposited the moneys of our Silver Anniversary or Orphans' Fund and started paying the pension for orphan children. We held our Convention last May in Cleveland, Ohio, and I am sure you will all agree with me in pronouncing it a success in every way. Thus our joys and achievements are entered in the credit column.

Then in the debit column we view our sorrows and disappointments. We look over the list of our friends and find some missing, but we feel satisfied that they have passed to realms far more peaceful and happy than any earthly kingdom. In the balance we find that we have much to be thankful for. We are thankful that our nation is enjoying the blessing of peace, that we have the benefits of our beloved Order, and the guidance of our Grand President who has been spared to us during the entire existence of our Order and is still at the helm with her counsel and advice, and many things we have to be thankful for that space will not permit us to mention.

Before we step over the threshold of 1916 let us make a few resolutions for the New Year:

First: Resolve to be more regular in our attendance at Division meetings. We cannot expect our Divisions to do good work and rank among the highest unless we lend our assistance by at least good attendance.

Second: Be prompt in our financial obligations to our Divisions and pay them cheerfully.

Third: Visit the sick and sorrowing Brothers and Sisters, and do what we can to cool the fevered brow, and soothe the aching heart, and I am sure we will be happier for it.

The New Year is bright with opportunities and promise, and my most earnest wish for every Sister in our Order is that she may enjoy to the fullest the advantage of her membership and the association of her Sisters.

Wishing my associate Grand Officers and Sisters of Subdivisions a bright and prosperous New Year, I am

Yours in F. L. & P.,

MRS. EFFIE E. MERRILL, Grand Secretary.

### New Year's Greeting

I extend a hearty New Year's greeting to every Sister of the G. I. A. with loving wishes for health and prosperity. This is a time when many make new resolutions, and pledge themselves to reforms of various kinds. Resolutions are good and uplifting if they are acted upon by the will and worked into the practice of the daily life, but if they are made and broken or forgotten, the one who has made them has weakened the powers of his mind, and thus has done an injury to himself; Sisters, let us be thoughtful and careful in making our resolves. Opportunities present themselves very frequently for loving service, kind words and thoughts in this big family of ours. Are we on the alert to embrace our chances for service? How many of us resolved last year to work for our Orphans' Fund, and then forgot all about it? I fear many, but the faithful few put their resolutions into practice and the fund grew. Our Order is a noble one, its principles are grand and uplifting. We have had many charities, we have worked for and accomplished much good. We have succeeded in having a relief fund from which we donate sums of money to old and needy Sisters. We also have a fund from which we help maintain the home for infirm and homeless Brothers. We have our G. I. A. Insurance, that has done and is still doing so much for so many. All of this work is noble and good, but now we have taken up another work, which to my mind surpasses all the rest of our endeavors. We have a fund from the interest of which we are to pension the fatherless children of our Brothers and Sisters, our Orphans' Fund. We as a women's organization stand at the head of the list, being the first to start and work for such a fund. In October the money we had raised since the convention of 1912 was deposited in Chicago in long-term bonds. Before the council had left Chicago two suppliants had petitioned for a pension, one a Sister with seven children, five under 16 years of age, the other Sister with nine children, seven under the age limit. These cases have been investi-

gated by a Grand Officer and have received pensions for November and December. I rejoice that the great work has started on its way, and am happy to be the one whose duty it is to pay these pensions that I know will help lift heavy burdens from our Sisters and be an inspiration to a clean life and high ideals for the dear children. Sisters, have you done your share to help this fund to prove a success? If not, let the New Year of 1916 bring you this special opportunity. Again wishing one and all a Happy New Year, with loving thoughts I am your Grand Treasurer,

MRS. J. G. BAILEY.

### Happy New Year to All

The days and opportunities just closing will not pass this way again. Let us ask ourselves the questions: Have I done my best? Have I left undone some kind deed I should have done? Have I been true to my obligation? One Sister says: I just begin to realize that all these years I've not been a member at all, but only a receptacle that contained enough money to be extracted for my yearly dues when somebody came for it. Are not too many of us still simply receptacles from which, with difficulty, Divisions are securing service or money. We need an awakening to the great possibilities of our Order. With our capable leader to plan for us such work as the Widows' and Orphans' Pension Fund, our gifts of thanksgiving should this year alone pile up in great amounts. What would not the women of Europe give to be free from the sorrows, the agonies, the losses and the despair?

Shall we not offer up our gifts on the altar in gratitude that we have been spared? And for all these gifts there are places waiting in homes where time has not dealt so kindly as with some of us. We are grateful that notwithstanding the depression of business in this country and the great need of untold thousands in war-stricken countries abroad, our work has been carried on without retrenchment. It has been a year of rich results—a coming year full of great promises. Let us strive through the

coming months to bring into our lives and into the lives we touch through personal service and our prayers that right being that shall be counted for righteousness, for

Righteousness exalteth a nation.

Let those help now, who never helped before.

And those who always helped, now help the more.

With fraternal love,

MRS. H. H. TURNER, Grand Chaplain.

### Greetings From the V. R. A.

We stand today upon the threshold of a new year — one to be filled, as the ones now gone, with joys and sorrows, pleasures and pain, successes and disappointments.

If we hesitate and stand with faltering feet, the swift rush of the coming years crowds us into the sea of life, where we are only an atom of this vast universe. How important an atom, or what we do for the world at large, depends upon ourselves alone. The longest span of life is too short to accomplish the task we should set ourselves to do, but let us do our duty, and when we are called to a higher home and have left our work unfinished, others will continue our labors. With the progress of modern thought, with the marvelous development of modern civilization, this age in which we live is the grandest in the history of the world. Standing on the crest of time and looking back through the years that have come and gone, we can but marvel at the good and the progress achieved.

We, as members of this Grand International Auxiliary, are here as links that bind us together in a fraternal chain, and we should thankfully realize that the B. of L. E. and the Auxiliary are not behind the world in progress, but are taking the lead in organized labor in example and precept, which make purer and higher morals for mankind. We have reason to be proud of their growth, but remember always, it is not our numbers but our work that will cause us to be remembered. Organized Unity is the watchword of the age and the keynote of success. Every organization of individuals, as well as every individual life, reflects its degree of influence for better or for worse upon the balance of the world.

It is really a serious thing to think about, that we are not only responsible for our own actions, thoughts, words and deeds, but also for the influence which we have upon others.

Our beloved Order embodies the grandest principles of life. We come and go like the shadows on the wall, but the principles of our Order are permanent and abiding. Let us enlarge our vision and possess ourselves of high ideals. Our ambition should be to promote a spirit of fraternal love among our members.

"What is fraternalism, friend?

It is the spirit God did send  
From Heaven to Earth, that all its men  
Might squarely deal with fellowmen.  
It is that spirit Christ did teach  
While here on Earth and sought to reach  
The sweetest chord in every heart,  
And by its precepts would impart  
The best that life can hold.  
The bond of universal brotherhood  
Is summed up in the one word—good;  
That men must do, by word or deed,  
And not by selfish means or ways  
Another's weal or worth, efface  
For their own need.  
The love that God's commandments teach,  
That is the spirit men must preach,  
And live, for it will reach into eternity.  
This is fraternalism, friend,  
And we must keep it to the end."

"Each for all and all for each," is the slogan of fraternal orders. It teaches us that the Golden Rule is demonstrable and the brotherhood of man a reality. Fraternal love is boundless as the ocean. It reaches from shore to shore, and all are on one common plane when fraternal love is there. Duty and love are inseparable, but love is the greater, and is the life of duty. Our aim should be to promote fraternal love among our members, which will make fraternal duty a pleasure. To do this it is necessary to be willing and ready to follow, as well as lead, to learn, as well as teach, and to accept another's view as well as to test one's own. Work for the good of the others, and get others to work; learn more, give more, and so get more out of the Order. It is said true happiness is great love and much service. If you look about carefully among the people you know, not neglecting yourself, you will discover that not one of them is happy that does not love. Happiness is the perfume of the rose of love, the light shining from the candle of love, the sound from the bells of love.

What is true of love is equally true of service, because to love is to serve.

The life work of our Auxiliary has emanated from the keystone principle of the Order—Charity. A beautiful word, which embodies the grandest principle of life—that of doing for those in sickness, sorrow and adversity. We do not limit our circle to a chosen few, but like the stone cast into the water, the circle widens and broadens until it is lost in the sea of humanity.

For more than a quarter of a century the V. R. A. has stood for that great principle, and each and every one who composes its membership is a unit whose influence is felt whenever a claim is paid. What grander example have we of charity than the Silver Anniversary Fund, which means that, "As ye have done it unto the least of these, my children, ye have done it unto me." It helps and aids those who are unable to do for themselves. It makes life brighter and men and women better and nobler. Charity manifests itself in a word of appreciation, which brightens the whole day for some discouraged one and makes it easier for them to keep on trying.

There are hosts about us for whose practical relief it may be we can do nothing at all. But we can show that we understand a little, and that we care. Let us do the little we can. It is worth while often to repeat to ourselves the old Quaker's words, "I expect to pass through this world but once; any good, therefore, that I can do, or any kindness that I can show to any fellow creature, let me do it now, for I shall not pass this way again."

May unselfish motives and loving charity mark all our intercourse in the work of our Order; the obligation we have taken be sacredly remembered and cherished, and the friendships we form endure until time is no more.

As we now enter upon the new year, let us adopt this Golden Rule:

"Let us be a little less ready to scold and blame,  
A little more kind of a member's name;  
A broader view and a saner mind,  
A little more love for all mankind,  
A little more careful of what we say,  
And a little more charitable every day."

Yours in F., L. & P.,  
JENNIE E. BOOMER,  
Gen. Sec. and Treas. V. R. A.

### The Glad New Year

Dear Sisters, we are entering the glad New Year, and we have much work ahead of us; may each Sister do her best. Let us not stop to look back, but go ahead with love and mercy for others. Do not follow the beaten track unless you are satisfied to remain beaten. Do not envy the rise of others. Don't buy your friends, they never last so long as those you make by your own personality. Don't place too much confidence in appearances, many a person with a red nose is white all the way through. Do not be satisfied to pay as you go, save enough to get back. Let our hand and heart ever be open to a needy Sister; let us ever have the larger heart, the kinder hand; may we not see the false, but cling to the true, embrace the nobler modes of life, with sweeter manners, purer lives, and live in the love of truth and right. Oh, if we could but ring in a thousand years of peace! Whatever comes to us let us do our best. Wishing all Sisters a happy and prosperous New Year.

MEMBER OF DIV. 410.

### Golden Wedding Anniversary

Although a little late with the news, Div. 516, Allandale, Ont., wishes to tell of the reception given in honor of the golden wedding anniversary of Brother and Sister Clark.

The affair was well planned by a well-chosen committee and held on the beautiful grounds of the residence of the worthy couple. Both the grounds and house were elaborately decorated for the occasion. After congratulations were extended a very pleasant afternoon was spent with games and music. In the early evening about fifty sat down to a most bountiful repast, consisting of the delicacies of the season, after which an address was read to Brother and Sister Clark, followed by the presentation of a handsome gold decorated cane to Brother Clark, and a gold brooch to Sister Clark. Both gifts bore suitable inscriptions, and the responses of the recipients were beautiful and touching.

The evening was spent in a social way, and after singing "Auld Lang

Syne" and "God Save the King" the little party dispersed with the happy thought of having cheered this loyal couple.

SEC. DIV. 516.

### Tenth Anniversary

Spencer Division 363 celebrated their tenth anniversary on the 27th of October, 1915. Sister D. A. Beaver, President of Spencer Division, called the meeting to order and cordially welcomed all visitors and members. This being the tenth birthday of Div. 363, a large birthday cake, with 10 lighted candles, was placed on a table in the center of the hall. There were 12 charter members present, who formed in a double line, and as they marched by each one snuffed out a light. Sister J. R. Crittenden, Grand Vice President, was given the honor of cutting the cake, and each Sister and Brother present received a piece. We were reminded of our younger days in the excitement of finding who got the ring, thimble, dime and needle. Delicious punch was served, and after a pleasant social hour Sister J. R. Crittenden made a splendid talk along the line of the great work the G. I. A. is doing. She spoke interestingly of her recent visit to the Railroad Men's Home at Highland Park, and also of the wonderful good that is being accomplished through the Widows' and Orphans' Pension Fund recently established by the G. I. A. Bro. D. A. Beaver and Brother Cary both made interesting talks.

We were then invited into the dining-room and enjoyed a most elaborate banquet. When it comes to getting up good things to eat Division 363 certainly knows how. The dining-room was profusely decorated with roses and carnations, and the hall with palms and ferns, while the four colors of our Order were tastefully used in decorating the ceilings of both rooms. Music was furnished throughout the evening by Spencer Orchestra.

Among the visitors present was Sister J. R. Crittenden, a Grand Vice President of Div. 71, Knoxville, Tenn., several from Greenville Division, and seven from Div. 409, of Asheville, N. C., who were entertained by Sisters Eagle and Smith.

Div. 409 never turns down an invitation, and enjoyed this occasion to the fullest. We congratulate Div. 363 on having such a successful anniversary, and wish for her many happy returns of the day.

MEMBER OF DIV. 409.

### Let's Heed the Living Friend

Why do we wait till ears are deaf  
Before we speak our kindly word;  
And only utter loving praise  
When not a whisper can be heard?

Why do we wait till hands are laid  
Close folded, pulseless, ere we place  
Within them roses sweet and rare  
And lilies in their flawless grace?

Why do we wait till eyes are sealed  
To light and love in death's deep trance—  
Dear, wistful eyes—before we bend  
Above them with impassioned glance?

Oh, let us heed the living friend  
Who walks with us life's common ways,  
Watching our eyes for look of love  
And hungering for a word of praise.  
—From *Woman's World*.

### Lessons From the Train

Wherever one is, one may go to school. He who learns only from books and under the guidance of a teacher, will miss many of the best lessons of life. We should turn whatever we come in contact with into tutors. During a recent trip from my home I observed many things from which lessons could be taken, so my article might be called "A carwheel talk."

In the first place, I noticed how gentlemanly and kind some of the conductors were, answering every question of the passengers with a smile, and gathering up the tickets with the utmost courtesy.

There were other conductors, however, who behaved in precisely the opposite way. They entered the car and called out harshly, "Get your tickets ready!"

They grabbed a ticket with an impatient gesture, as much as to say, "What right have you to that ticket? Very likely you stole it!" They answered every question curtly and then quickly turned away, as if afraid that more questions would follow. Now, tell me, pray, why everybody cannot be thoughtful and courteous on a railway as well as anywhere else. Surely nothing is gained in life by being

churlish. We can make life so much brighter for others by treating them with kindly courtesy. It is just as easy to give another a bouquet of roses as a clump of thorns, and it will do so much more good.

Again, while rumbling along on my journey I observed that when the train swung around a curve, it seemed to be going much faster and made a great deal more noise than when it went forward in a straight line, yet in the latter case we know the progress is really more rapid.

Thereby hangs a lesson. So it is often in life. A straightforward course does not always make as much noise, nor does it attract as much attention as a crooked, dishonest course. If one wants to create a sensation, just commit some crime or go wrong in some way and his name will be on every lip; whereas, if he lives a quiet, honest life he will never be known outside of his small circle. Still, it is the one who goes straight ahead who makes the most satisfactory progress and leaves the others far behind in the race of life.

I observed, too, that whenever my train ran in a narrow space between cliffs or other cars, it made a great deal of noise. When it moved in a wide space it glided along just as swiftly but much more quietly. In this, I found another lesson. People with narrow minds and small thoughts usually make the most noise. They talk loudly, they boast of their knowledge, they tell all they know and more too, they make a great splurge, and all the while they are only advertising their own shallowness. Noise is no sign of depth. These are only a few of the lessons learned from the train. M. E. C.

### Woman Colonels

In 1892, five women, all dames of high degree, were appointed to the command of crack regiments in the Prussian army by the young warrior emperor. Previous to his accession there were only two woman colonels in the Prussian army, and none had been appointed for a score of years.

The senior woman colonel was the Empress Frederick, who was placed in command of a regiment of hussars at the

coronation of Emperor William I, Oct. 18, 1861.

Princess Frederick Charles, widow of the famous "Red Prince," ranked second in point of time. She received her appointment in 1871. Queen Victoria was made colonel of a Prussian regiment of dragoons in 1889. The two first named have often ridden at the head of their regiments, dressed in their full regimentals, and one of the Empress Frederick's most dashing pictures shows her thus attired and afield. This bit of history was taken from a copy of *Golden Days* and goes to show that it is nothing new for women to aspire and enter into fields which are generally believed to be for men only. So the "new woman" is not so very new after all.

### Difference of Opinion

BY SIDNEY.

When you think on the subject, it seems truly remarkable that it has taken the world so long to arrive at the conclusion that there is such a thing as honest difference of opinion.

In early ages—indeed down to a very recent period—and among all barbarians, there was no such thing as "agreeing to disagree." It seems to have been taken as an indisputable fact that if your neighbor did anything in a way which seemed to you absurd or unreasonable, he must have done it to annoy you, and the proper thing to do was to have a fight over it.

And as the neighbor had the same hearty contempt of your customs, he was nothing loth to engage in combat.

The Romans had no words to express their contempt for the Greeks because they curled their hair and indulged in the luxury of baths; although the Romans in turn surpassed the Greeks in these very practices.

The Persians, sunk in superstition, detested the Egyptians for worshiping cats; the Babylonians called the Romans barbarians, and the Jews regarded the outside world as heathens because they did not follow their peculiar rites.

Coming down to modern times, the English have scoffed at the French for

eating frogs, and the French have retorted that the English are poor shopkeepers.

The Italians think that the Germans drink too much beer, and the Germans wonder why the Italians eat macaroni.

We cannot understand why Mohammedans take off their shoes before entering a place of worship, while they wonder why we think it necessary to uncover our heads. We shake hands with another; Chinamen shake their own hands; we kiss our dear friends, and another nation rub noses; we bury our dead, other people cremate them.

Who is prepared to say which is right and which is wrong? Is it not possible that all may be right? Travel and observation broadens the mind, and it is noticeable that great travelers are not disposed to condemn practices which do not conform with their early training.

Schliemann, among the ruins of Troy, ate with the natives, and found much to commend in their habits. Stanley has adapted himself to the fare and usages of the Africans, and does not seem to pine for civilization.

This is a lesson that the world is slowly learning, in great as well as small things. Climate and breeding create different wants, and it is no longer necessary to kill a man, or even be his enemy because he does not agree with you in politics, science or religion.

It takes some time for some people to realize this changed state of affairs. Boys will wrangle and give each other the lie over differences of opinion, and girls have been known to vow "not to speak" (and keep the vow for years) over the cut of a gown or a school squabble.

The world is wiser than it was. It has discovered that much more is gained by suasion than coercion.

The Mohammedan cry of "the sword in one hand and the Koran in the other," has been demonstrated to be a poor rule for missionaries. Kindness and argument have supplanted force and threats.

If only the young folks could be brought to see that it is possible to differ without disagreeing! We cannot all have the same tastes in food or clothing; we cannot all have the same features, hair, com-



plexion or carriage; nor can we have the same likes and dislikes.

But there is always some one subject on which we can agree, be it ever so trivial. Let us find that subject and agree on that; on other subjects let us reflect that there is much to be said on both sides, and if we cannot agree, let us "agree to disagree."

### Union Meeting

The union meeting held in Erie, Pa., Nov. 16, under the auspices of Division 28 was a most delightful affair. Although not so largely attended as it might have been, what was lacking in number was made up for by the interest shown in all the doings of the day.

The Grand Officers present were Sisters Cassell, and Garrett, of Cleveland. They were entertained at the home of Brother and Sister Carey during their stay in Erie.

The evening before the meeting an informal reception was given the Grand Officers at the Carey home, and the members of Division 28 turned out in full force, making it a very pleasant affair. An elaborate lunch was served by the Sisters, and the pleasant evening passed all too soon.

The following morning, despite the inclement weather, members and visitors assembled at the hall ready for work.

Meeting was called to order by the President of Division 28, Sister O'Brien, and this Division proceeded to exemplify the ritual work, which was well done. Division 319, from Greenville, put on the initiation form with credit to themselves, Sister Craig proving herself a good President.

At this meeting ten Divisions were represented and five Presidents were in attendance.

Talks were made for the good of the Order by Sisters Cassell and Garrett, after which Sister O'Brien, in behalf of Division 28, presented each of the Grand Officers with a fine piece of cut glass. The gifts were accepted with words of appreciation, and the meeting came to a close.

We would urge our members to attend

these union meetings whenever possible, as their object is to promote harmony and perfection in ritual work. This one at Erie, and the hospitality of Division 28 will long be remembered. G. V. P.

### Division News

JUST a word from far away Halifax, N. S., to tell our Sisters that we are growing in numbers and working for the good of the Order. We have reason to feel proud of our work. In order to make funds for our Division we hold a social each month in the homes of the Sisters, and so far they have proven very successful. The one in November was at the home of Sister Walsh, and dancing was indulged in. Stewart Bros. donated the music for the occasion. Another means we are taking to raise money is in the form of an autograph quilt. The first donation toward it was from Hon. R. L. Borden, Premier of Canada. We have also received smaller donations from other prominent men. We expect to have it ready for drawing in January. SEC.

DIVISION 412, New London, Conn., is in a prosperous condition and doing work of which we are very proud. Aside from the regular ritualistic work we are learning new drills and have found time for social advancement.

About every third meeting after the regular work we serve refreshments and spend a very pleasant hour. In this way we become better acquainted and are united in a more sisterly manner. During the past few months we have had chain socials. In the first place a Sister would volunteer to entertain at least twelve Sisters, each of these to entertain in their turn. Each hostess charges 10 cents, which is handed to the one who first entertained, and at the close of the year the full amount is turned into the treasury.

One of the most pleasant events of the year was enjoyed when Sister Elmer Kennerson invited our members to join herself and husband in the celebration of their silver wedding anniversary on November 6. Two long tables seated the

guests, and Sister Kennerson, assisted by her sons, served a bountiful repast.

Sister D. W. Brown, in behalf of the Division, presented Sister Kennerson with a silver bread tray and handsome counterpane. Her remarks to Sister Kennerson, who was our first President, were very touching and full of true sisterly love. Sister Brickly was also presented with a set of silver teaspoons, to express the appreciation of the Division for her earnest work in organizing Nutmeg State Division, and her untiring efforts during the past eight years.

The evening was spent in a social manner, and at a late hour the guests departed, after extending hearty congratulations and thanks to Brother and Sister Kennerson and family for their hospitality.

Div. 412.

DIVISION 443, West Brownsville, Pa., enjoyed a social time on November 12, the occasion having been planned to get members out who had become careless about attendance. After a very interesting meeting we were invited to Sister Postelwaite's home by the social committee, where a chicken and waffledinner was served, to which all did ample justice. The committee felt well repaid for their trouble because of the sociability of the members. After the dinner was served Sister Beals chanced off a handmade corset cover, which was given by Sister Stremmie, of New Jersey, who was our organizer. The amount realized was \$15, which was very gratifying. With many more such meetings we hope to increase our average attendance.

J. J. B.

DIVISION 410, Jersey City, N. J., honored her eighth birthday by inviting nearly by Divisions to partake of a luncheon with them. A large number responded and the dainty viands were enjoyed to the utmost. The repast was served at the noon hour, after which the regular meeting was held. All the visiting Sisters remained for the meeting. We are always glad to greet visitors, and wish they would come more often. During the meeting we had a cake march which all

took part in and this added to the pleasure of the meeting. Two Sisters, one a visitor, marched so well that each won a cake.

MARION DIVISION.

THE wedding bells are ringing in Div. 176, Chattanooga, Tenn. Sisters Carden and Moore gave a miscellaneous shower in honor of Bernice Combs, daughter of our Sister Combs. Sister Carden opened her home for the occasion on Nov. 18. Cards were played, five hundred being the game. During the game cupid arrived with his express loaded with beautiful gifts for the bride to be. We felt fully repaid in her pleasure at receiving them.

The following week Sisters Jeffrey and Hetzler entertained the Sisters of the Division in honor of Dorothy Day. Two little girls dressed as cupids arrived on time with the presents of beautiful things, making us old wives wish we were brides again. Sister Jeffrey's house was beautifully decorated, the color scheme being carried out in red and white. A guessing contest was held, Miss Day receiving the prize. Sister Hetzler surprised us by passing around some most delicious candy. A salad course was served, after which all went home wishing the young ladies all the happiness in the world. W. T. C.

DIVISION 344, Champaign, Ill., entertained Brothers and their families of Div. 602, Champaign, and Div. 492, Indianapolis, Ind., on November 17. A 6-o'clock chicken dinner was served, and about one hundred partook of the bountiful repast.

After dinner the evening was spent in music and dancing. Games were also played, one in particular, the game of travel, causing much merriment.

At a late hour all returned to their homes feeling that the occasion was a very enjoyable one and that Div. 344 was to be congratulated for their generous hospitality and the happy time provided for their guests.

Div. 344.

On Wednesday evening, November 10, the members of Division 185, Superior,

Wis., all met at the residence of one of the members, and in a body went to the home of their President, Mrs. A. T. Stewart, who was taken completely by surprise. In spite of the very rainy weather a large number of Sisters were there.

The evening was spent very enjoyably in playing games, and the rendering of some very fine music.

After lunch had been served, one of the members, voicing the sentiment of the Division, presented our President with a beautiful picture as a token of our appreciation of her efforts in behalf of the Division in the past year.

I doubt if there is a President in the organization who has striven more faithfully for the general good and uplift of the Order, and with more pleasing results than has Mrs. Stewart.

A MEMBER.

### A Correction

There was a mistake made in report in the November JOURNAL as to where the next union meeting of the N. E. Divisions is to be held. At Worcester, Mass., it was voted to accept the invitation from Granite State Div. 49, Concord, N. H. It will be held the second Wednesday in April.

### Notices

The next meeting of the Middle Atlantic Circuit will be held on January 19, with Div. 153, Middletown, N. Y., in their meeting rooms, corner North and Orchard streets. All members of the G. I. A. are cordially invited. SEC. OF THE CIRCUIT.

The Indiana State meeting will be held in Richmond, Ind., next April. We extend an invitation to all Divisions in the State to join us, and enjoy with us the good times of these meetings. Kindly reply to the invitations sent out by the State Officers, as it will help them and the Division entertaining in making arrangements for this meeting. All G. I. A. Sisters are heartily welcome to come and meet with us.

MRS. F. SIMMS, Pres.

MRS. B. IDE, Sec.,

2023 North st., Logansport, Ind.

## G. I. A. Voluntary Relief Association

CHICAGO, ILL., Jan. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Dec. 31, 1915.

### SERIES A

#### ASSESSMENT No. 102

Pocatello, Ida., Oct. 26, 1915, of cancer, Sister Elena Lantry, of Div. 423, aged 56 years. Carried one certificate dated Jan. 25, 1909, payable to Mary and Grace Lantry, daughter and grand-daughter, and parish priest.

#### ASSESSMENT No. 103

Martinsburg, W. Va., Nov. 10, 1915, of chronic dysentery, Sister Mary Hammann, of Div. 111, aged 75 years. Carried one certificate, dated July 18, 1900, payable to Mary, Josephine, George and Harry Hammann, Clara Hamill and Ella Timmons, daughters and sons.

#### ASSESSMENT No. 104

Cleveland, O., Nov. 12, 1915, of cardiac dilatation, Sister Hattie J. Moore, of Div. 278, aged 76 years. Carried two certificates, dated April 7, 1894, payable to Lettie Ross, daughter, Harry and Lloyd Moore, sons.

#### ASSESSMENT No. 105

Chicago, Ill., Nov. 21, 1915, of cerebral hemorrhage, Sister Mary Platt, of Div. 1, aged 57 years. Carried one certificate, dated Jan. 23, 1908, payable to W. H. Platt, husband.

#### ASSESSMENT No. 106

Ashtabula, O., Nov. 22, 1915, of cancer, Sister Kathryn Brown, of Div. 147, aged 40 years. Carried one certificate, dated Nov. 28, 1906, payable to Louis H. Brown, husband.

#### ASSESSMENT No. 107

Carbondale, Pa., Nov. 28, 1915, of tuberculosis, Sister Julia Sampson, of Div. 276, aged 32 years. Carried two certificates, dated Feb. 5, 1908, and Nov. 17, 1913, payable to Charles Sampson, husband.

#### ASSESSMENT No. 108

Clifton Forge, Va., Nov. 30, 1915, of cancer, Sister J. H. White, of Div. 397, aged 53 years. Carried one certificate, dated Feb. 26, 1910, payable to J. H. White, husband.

#### ASSESSMENT No. 109

Freeport, Ill., Dec. 4, 1915, of pneumonia, Sister Joanna Allen, of Div. 290, aged 74 years. Carried two certificates, dated March 2, 1898, payable to Mary T. Goodwin, daughter.

#### ASSESSMENT No. 110

Ft. Dodge, Ia., Dec. 5, 1915, of heart trouble, Sister Mary Graves, of Div. 168, aged 49 years. Carried two certificates, dated March 22, 1901, and Aug. 25, 1911, payable to Alex Graves, husband.

Members will pay their Insurance Secretaries on or before Jan. 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 80, 81 and 82A, 11,066 in the first class, and 5,751 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

**Q.** Will you please explain what is meant by "leakage grooves" used in the brake cylinders, and what are their purposes?

R. S. P.

**A.** It is a small groove about three inches long cut in the side or the top of the brake cylinder at the pressure end; it allows any air that may leak into the brake cylinder from the auxiliary reservoir or brake pipe to pass the brake piston and escape to the atmosphere through the non-pressure head. When the triple valve is in release position the exhaust port takes care of any leakage into the brake cylinder; but where the triple has moved from release and the exhaust port closed, any light leakage into the cylinder will pass the piston through the leakage groove and thus prevent the brake creeping on. The question might be asked, "What causes the triple valve to move from release position when an application of the brake is not being made?" This is caused by the variation of brake-pipe pressure due to the feed valve not working properly; that is, the feed valve may open and charge the brake pipe to 70 pounds, and then close and remain closed until leakage has reduced the pressure three or four pounds, and it is this drop in pressure that causes the triple to move from release position. It must be remembered when braking a train that the first reduction must be sufficient to cause the brake pistons to move out far enough to cover the leakage grooves; otherwise the brake will not set, and the air that should have been used in setting it will pass out through the leakage groove and be wasted. The amount of reduction necessary to cause the pistons to move far enough to cover the grooves will vary with the length of the train; the longer the train the heavier must be the reduction.

**Q.** The engine I am running is equipped

with the L-T type of brake and here a few days ago I had an engine failure, the cause of which I am not clear on. Before getting the engine out of the house I tried the brake with both the automatic and independent brake valves, and it worked all right; but when I coupled on to my train and tried to make the terminal test the brakes would not apply on either the engine or train, for the reason that I could not get an exhaust at the train line exhaust port with the brake-valve handle in service position; there was, however, a light exhaust at the back of the brake valve, but the black hand did not drop. We parted the hose between the tank and first car and found that the air would blow through all right. Next we coupled up the hose and charged up the train, then tried the brakes in emergency, and they worked all right. After this we again tried to make a service application, but could get no exhaust at the train line exhaust port. Now, I did not think it safe to leave a terminal with a passenger train and the brakes in this condition, so I asked for another engine, and this, of course, meant an engine failure. Now, what I would like to know is, where was the trouble, and was I not justified in asking for another engine?

J. B. B.

**A.** Your trouble was due to leakage of air into chamber D above the equalizing piston, which may come from the brake-pipe port, feed valve port, or main reservoir port in the brake valve, caused by a defective rotary valve or body gasket; more likely the body gasket. To make this more clear, let us say a word on the operation of the brake valve. When main reservoir air enters the brake valve and the handle in release, running or holding positions, it is free to pass to the brake pipe and to chamber D and the equalizing reservoir, charging both to the same pressure at the same time; that is, the pressure above the equalizing piston in chamber "D" is the same as the brake-pipe pressure under the piston. Now, when the brake valve handle is moved to service position, chamber "D" is connected to the atmosphere through a small port, called the preliminary exhaust port. As all other

ports are now closed, the fall in chamber "D" pressure allows the brake-pipe pressure under the equalizing piston to raise it, unseating the brake-pipe exhaust valve, allowing brake-pipe air to flow to the atmosphere, applying the brake. However, if for any reason air can leak into chamber "D" as fast as it can be exhausted through the preliminary exhaust port, the pressure above the piston will not be reduced; therefore, the equalizing piston will not rise, consequently there will be no exhaust at the brake-pipe exhaust port, neither will the brakes apply. The question now arising is, What may be done in case of this kind to apply the brake? It will, of course, be understood, that the equalizing discharge feature of the brake valve is lost, and we will have to use the emergency ports in the brake valve when making a brake-pipe reduction. When the brake valve handle is moved to emergency position, the brake-pipe port is connected direct to the atmosphere through a cavity in the rotary valve; therefore, neither the equalizing piston nor the brake-pipe exhaust valve is brought into use. When braking a train in this manner, considerable care and judgment must be exercised in making service stops. If the exhaust port is opened too wide, or opened or closed too rapidly, trouble is almost sure to follow. The exhaust port should be opened very gradually and just sufficiently wide to make, as nearly as possible, the usual brake-pipe reduction; if opened too wide or too rapidly a quick reduction is made, which will cause an undesired emergency application of the brakes. If the exhaust port is closed too quickly, the forward brakes may be "kicked off." The reason for this is as follows: When once in motion, the long column of air in the brake pipe cannot be stopped instantly; consequently, if the exhaust port is closed quickly, the air will continue to flow forward after it is closed, and may raise the pressure in the forward end of the train sufficiently to release or kick off the forward brakes. From what has been said it will be seen that there would be no danger in taking out a train with the brake valve in the condition you de-

scribed, as the only thing lost would be the equalizing discharge feature of the brake valve, which may be considered a luxury rather than a necessity; in fact, you would still have the old three-way cock to do your braking with. When we see how successful trainmen are in braking trains with a cut-out cock in a back-up hose, where a train is making a backward movement, we can readily understand how an engineer can successfully, and safely, brake a train with the brake valve in the condition you named.

**Q.** Will a defective safety valve on the distributing valve prevent a service application of the brake? **ROUNDHOUSE.**

**A.** When the equalizing piston and slide valve moves to service position, the pressure chamber is connected through the service port, with the application chamber and cylinder, and pressure chamber air will be free to flow to these chambers, causing the brake to apply. The same movement of the equalizing slide valve connects the application chamber and cylinder with the safety valve. And if the defective safety valve—we are assuming that the valve is defective to the extent that air above atmospheric pressure will be free to pass through the valve—will allow this air to escape to the atmosphere as quickly as it enters, the brake will not apply. But, if the brake once applies, and the equalizing piston and graduating valve moves back to service lap position, it will remain applied, as in this position the safety valve is cut off from the application chamber and cylinder.

**Q.** What are the defects in the slide valve feed valve that will decrease its capacity? **ROUNDHOUSE.**

**A.** The capacity of the feed valve may be decreased for any of the following reasons: First, the capacity, when in proper working condition is governed by the size of the supply port in the slide valve seat, and where this port becomes partially closed with gum and dirt, its capacity will, of course, be reduced; second, where the supply valve piston forms too loose a fit in its bushing, air will leak by the piston faster than it can pass the regulating valve, causing the piston and its slide valve to move toward

closed position, thereby decreasing the capacity; third, where the lower stem of the regulating valve is short, the valve will not have the proper lift, and the air feeding past the supply valve piston will have a tendency to build up a pressure behind this piston, causing it to move toward closed position, thus reducing its capacity.

**Q.** We recently received a lot of new engines that are equipped with the L-T type of brake, and of course we boys have been studying our heads off trying to learn something about it. Now I notice there are five pipes connected to the control valve, and that the upper and lower one on the right side are copper, while the other three are iron pipes. What I want to know is, why are copper pipes used at these connections and iron pipes used at the other connections?

**A. R. H.**

**A.** The two copper pipes referred to are known as the release pipe and control reservoir pipe, and the reason for copper pipes being used at these connections is, that, at times, both of these pipes are connected to the control reservoir, and as the volume of this chamber is small, even very light leakage would cause a drop in brake cylinder pressure. Therefore, to prevent any possible leakage from the control reservoir, such as might be had where iron pipe is used, copper pipe is applied.

**Q.** Will you kindly answer the following through the Technical Department of our JOURNAL: How can you prevent the brake on some one car in the train sticking? To make clear just what I am after, let me relate what happened the other day: I had a local passenger train of ten cars, and every time a stop was made the brake on the last car would stick on the second application. In braking the train I used the two-application method, which is the method in use on our road; my first application was a heavy one to reduce the speed quickly, while the second was a light one to complete the stop; and this is in accordance with our rules and instructions. Now I understand that light applications have a tendency to make brakes stick, but with such rules and instructions

governing the method of handling the brakes, how can the trouble be overcome? If you will make clear to me how I can live up to the instructions, and at the same time prevent the brake from sticking, it will be greatly appreciated.

**A MEMBER.**

**A.** The instructions received do not in any way prevent your overcoming the trouble of the brake sticking on some particular car in your train; and for proof of this statement let us give a moment's thought to the operation of the triple valve. It is the triple piston that moves the slide valve to either application or release position in applying or releasing the brakes, and if the slide valve does not move as intended, the cause will no doubt be found in this piston. The question next arising is, What moved the triple piston? This is done by creating a *difference* in pressure on the two sides of the piston, and where a sufficient difference in pressure is not created the piston will not move; therefore, the brake will not apply, or if applied, will not release. But here comes another question: Why did the brakes release on the first nine cars and stick on the rear car; should not all triple valves have moved to release position? The answer to this is: they should and would have, had all triple valves been in proper working order. The triple valve on the rear car was, no doubt, in a dirty condition, or the triple piston packing ring too loose a fit in its bushing, so that air leaked by the piston as quickly as it entered the triple piston chamber, keeping the pressure balanced on both sides of the piston, thereby preventing its movement to release position. Now, where a heavy application is made, which results in the auxiliary reservoir pressure being reduced quite low, all brakes can invariably be released, due to the fact that the brake-pipe pressure can be raised more quickly than where a light application is made, thereby securing the necessary difference in pressure on the two sides of the triple piston to move it to release position. Let us now consider the two-application method of braking the train, and at the same time see if we can secure this difference of pressure which we will now say is neces-

sary for the proper operation of the triple valve. In your question you state that the brake would stick following the second application, which would infer that it would release following the first application. This tells us that we have a triple valve in our train that can be moved to release position following a heavy application, but will stick in application position following a light application. Now, there are two ways out of this trouble; one is, to complete the stop with a light application, and after the train has come to a standstill to make a further reduction before releasing. For example, supposing the reduction made for the second application was but five or six pounds; now, after the stop is completed, draw off eight or ten pounds more, then move the brake-valve handle to release position, and all train brakes will invariably release. Another way is not to recharge the brake pipe any more than is necessary when releasing the first application. For example, supposing a 20-pound reduction made for the first application, then in releasing this application the brake pipe be recharged ten pounds; this, then, would leave 100 pounds in the brake pipe and auxiliary reservoir at the time the second application is commenced; now, if the stop be completed with one more application, and say a five-pound reduction, we will have the brake pipe and auxiliary reservoir pressure down to 95 pounds, which is the same as though a 15-pound reduction were made from 110 pounds, and with this condition we will expect all brakes to release. Of the two methods, the latter is preferred, especially on a local train, for time as well as air is saved; but where the brake pipe is fully recharged between applications, the first method should be used, especially where there is a tendency for the brakes to stick.

Q. We recently received instructions that more time must be given before working stem following a release of the brakes on account of the retarded release feature found in the K triple valve. Now I would like to know what is meant by retarded release, and how is it obtained, and what benefits are derived from it?

A. R. H.

A. By retarded release is meant the retarding or slow exhausting of brake cylinder air in the release of an application of the brake. This is accomplished in the construction of the exhaust cavity in the triple slide valve. It may be said that the K triple valve has two positions in which brake cylinder air may be exhausted, and the triple moving to either of these positions, the brake will release. When the triple moves to what is known as "release position," the full size opening of the exhaust cavity connects the brake cylinder port with the exhaust, allowing brake cylinder air to exhaust freely to the atmosphere, thus securing a prompt release of the brake; but when the triple moves to "retarded release" position, the brake cylinder air must exhaust through a restricted opening in the exhaust cavity of the slide valve, thus securing a retarded or slow release of the brake. The position that the triple valve will assume, in a release of the brakes, is dependent on its location in the train, or to be more correct, is dependent on the rate of rise of brake-pipe pressure. Where it is possible to raise the brake-pipe pressure three or four pounds above that in the auxiliary reservoir, the triple piston and its slide valve will be moved to retarded release position, and the brakes on these cars will release slowly. This rate of rise in brake-pipe pressure can be obtained on about the first 30 cars only; therefore, triple valves on cars in the rear of this point in the train will move to release position, and a prompt release of the brakes will be obtained. The benefits derived from this feature of the K triple valve will be readily understood when it is pointed out that the natural tendency is for the brakes at the head end of the train to release first; in fact, the brakes on the head end of a 75-car train, where the H type of triple valve is used, may be fully released before those near the rear end commence to release. Therefore the slack runs out, resulting in severe shocks and perhaps in breaking the train in two. However, with the release at the head end retarded, that is, the brake cylinder air exhausting slowly, a more uniform release will be obtained,

thus preventing the rapid running out of the slack, which causes shocks and possible break-in-tuos.

**Q.** Will you please explain through our JOURNAL what defects of the pump governor will cause it to stop the pump before the desired pressure is obtained, also what defects will prevent it controlling the pump when the desired pressure is obtained?

R. C. R.

**A.** We will first assume that your question refers to the single top governor. It is of course understood that main reservoir pressure is always present in the chamber under the diaphragm, and is prevented from entering the chamber above the governor piston by the pin valve. Now if this pin valve leaks, and sufficient pressure forms above the governor piston to force it and the steam valve down, steam will be shut off, and the pump will stop. The vent port of the governor will, as a rule, take care of any leakage past the pin valve; but where the leakage is greater than the capacity of this port, pressure will form in the chamber above the governor piston and cause the pump to stop. It sometimes happens that the vent port becomes stopped up, and where this condition exists, even light leakage past the pin valve will cause the pump to stop, and this applies in either the single or duplex governors. A leaky pin valve will be indicated by a constant blow at the vent port. The regulating spring being out of adjustment may cause the pump to stop before the desired pressure is obtained; this, however, can hardly be classed as a defect, but rather indicates lack of attention on the part of the person whose duty it is to keep the governor properly adjusted. The governor failing to stop the pump at the desired pressure, the trouble may be found in the drip port or its pipe being stopped up; when, steam leaking into the chamber under the governor piston will form a pressure, nearly equal to boiler pressure, under the governor piston and prevent its being forced downward to close the steam valve; the pump will therefore continue to work until the main reservoir pressure is close to boiler pressure. If, for any

reason, the pipe which conducts main reservoir air to the chamber under the diaphragm becomes stopped up, the governor will not control the pump, as in this case we would have no air pressure to force the governor piston down to seat the steam valve. It sometimes happens that the port leading from the pin valve seat to the chamber above the governor piston becomes stopped up; this, too, will prevent main reservoir air entering the chamber above the piston, resulting in the governor failing to stop the pump. With the duplex governor of the S-F type, where the feed valve pipe connection to the excess pressure head becomes stopped up, or the feed valve sticks shut, or if the pipe breaks off, the governor will stop the pump at a main reservoir pressure of about 45 pounds. With the engine alone, if there is a leakage of main reservoir air into the feed valve pipe, the pump will not stop until the main reservoir pressure reaches that for which the maximum pressure head is adjusted.

**Q.** I would like a little information on the New York pump. Here recently we received a lot of new engines on our division that had this type of pump and we are having all kinds of trouble with them running hot; and it is no uncommon thing to burn out one or more sets of piston rod packing in a single trip over the road, and to overcome this trouble we have been giving them plenty of oil. Now the point I want to ask about is this: the pump will be working right along, when, for some unknown reason, it will commence to "dance" or "short-stroke" and will not pump any air. It may do this for five minutes or may continue for an hour, and then will start off and work fine all the rest of the way over the road. Now you all know what it means for the pump to stop for even five minutes, when handling these long trains with heavy brake-pipe leakage. When I get in the pump is reported, the man in the roundhouse tests it out and finds it O.K., and possibly the next trip the same trouble will occur. Now where is the trouble and what can be done to overcome it? I wish you would answer this through our JOURNAL,



as I am not the only one having this trouble.

R. R. M.

A. There are of course a number of reasons for a pump running hot, and one of the remedies for this trouble is to give the pump the *proper amount* of oil, and put the oil where it is needed. Judging from your question, it is evident that it is the steam end of the pump which is getting the oil. It is, of course, understood that the steam end of the pump never runs hot; therefore, a hot pump does not necessarily require an increase feed of oil to the steam end, but *may* require more oil in the air end, and on the swab. In oiling the air end of the pump it must be remembered that the high-pressure cylinder requires oiling oftener than does the low-pressure cylinder. The swab should never be oiled until first cleaned, as where this is not done the oil does not reach the piston rod, therefore is of no value in lubricating the piston rod packing. For the pistons of a pump to change their direction of travel, the steam valves must first change their position; that is, if the pump short-strokes, it means that the steam valves do not remain in the position they were moved to by the tappet plates on the steam pistons. Now, as a probable cause for this let us say that too much oil in the steam end will bring about this condition. To get this clear let us imagine both pistons in their upper positions; now while the piston at the right is moving downward, the steam valve under that piston is supposed to remain in its upper position until this piston about completes its stroke, but if too much oil has been given to the steam end, there will not be sufficient friction between the valve and its bushing to hold it in its upper position, and it will drop of its own weight. This will cause the piston at the left to move downward, and the valve under this piston, also dropping of its own weight, will reverse the movement of the piston at the right, causing it to move upward before completing its stroke, and in moving up will move the steam valve under it to its upper position, causing the piston at the left to reverse its movement, thereby keeping both pistons short-stroking in the upper end of

their cylinders. The remedy for this is to shut off the oil to the steam end, and it may be necessary to drop the main reservoir pressure to get some action to the pump to overcome the effect of the oil.

Q. Will you kindly decide a question for a brother engineer and myself? We have had considerable argument as to whether or not we get a higher braking power in a service application when using 110 pounds brake-pipe pressure than we do when using 70 pounds. I claim we do, while he claims we do not, and puts up for his argument that a 10-pound reduction, when using a 70-pound brake-pipe pressure, gives just as high a brake-cylinder pressure as a 10-pound reduction made from a 110-pound brake-pipe pressure. Now, if what he claims is true, what is the object in using a 110-pound pressure? It makes more work for the pump and certainly must be harder on the equipment, and if no higher brake power is obtained it would look to me as almost foolish to carry this higher pressure. We have the Westinghouse standard quick-action triple valves on our cars and the E-T equipment on our engines.

H. H. B.

A. Your question is one that has caused more or less discussion ever since the introduction of the high-speed brake, particularly that part of it which refers to the 10-pound reduction from 70, giving as high a brake-cylinder pressure as a similar reduction from 110 pounds. To get a clear idea of this let us offer a few words on the fundamental principles of the brake and its operation. First, we have the brake pipe that conducts the air to the different triple valves throughout the train; next we have the auxiliary reservoir on each car in which air is stored for use in applying the brake; then we have the triple valve that graduates or measures the air from the auxiliary reservoir to the brake cylinder, where the compressed air forces the piston outward, causing the brake to apply. Now the triple valve in measuring the amount of auxiliary that goes to the brake cylinder in an application of the brake is governed by the reduction of brake-pipe pressure; that is, if the brake-pipe pressure be reduced, say 10 pounds,

the triple valve will move to service position, allowing sufficient air to go from the auxiliary reservoir to the brake cylinder to reduce its pressure 10 pounds. Now it matters not whether this reduction of 10 pounds be made from an auxiliary pressure of 70 pounds or 110 pounds, as in either case the same amount of air goes to the brake cylinder, therefore the same brake cylinder pressure will be obtained. So we see, that in a brake application of this kind no higher brake power is obtained when using a 110-pound brake-pipe pressure than where 70 pounds are used. But suppose we continue this reduction, we will find that where the 70 pounds pressure is used the auxiliary reservoir and brake cylinder will have equalized, when a 20-pound reduction has been made; that is, we will have 50 pounds in the brake pipe, 50 pounds in the auxiliary reservoir, and 50 pounds in the brake cylinder; and any further reduction of brake-pipe pressure would simply mean a waste of brake-pipe air, as no further increase of brake cylinder pressure can be obtained after equalization takes place. However, where 110 pounds pressure is used, we will find that after making a 20-pound reduction we will have a brake cylinder pressure of 50 pounds—the same as when using the 70-pound pressure—but the auxiliary reservoir pressure, which has been reduced but 20 pounds, will still contain 90 pounds pressure; therefore, if a further reduction of brake-pipe pressure be made, a higher brake-cylinder pressure than 50 pounds will be obtained. From this it will be seen that no higher brake power is obtained when using 110 pounds pressure than where 70 pounds is used where the reduction made is 20 pounds or less. But where a reduction of over 20 pounds is made, the brake-cylinder pressure will increase in the same ratio as before up to the point of equalization, which is between 75 and 80 pounds. It must not, however, be understood that a pressure this high will be obtained, as the high speed reducing valve, which is adjusted at 60 pounds, will vent any brake cylinder air in excess of this amount to the atmosphere. The adoption of the high speed brake, mean-

ing the high pressure brake, was not necessarily for the purpose of increasing the brake power in service braking, but rather to give a higher brake power in an emergency application. Where this pressure is used, an emergency application gives about 85 pounds brake cylinder pressure instead of 60 pounds as obtained where 70 pounds brake-pipe pressure is used; or in other words, a rise of brake power from 90 per cent to 125 per cent. This high cylinder pressure is not retained throughout the stop, but is gradually reduced to 60 pounds by the high speed reducing valve.

**Q.** Will you please let me know what is considered good practice in handling the engine and the brake valve, where for some unknown reason the brakes apply in emergency while the train is running? In our school of instruction which we have here this question came up, and the members were pretty well divided as to what should be done. Some of the brothers thought it was best to shut off steam and lap the brake valve, as soon as the brake applied, while others thought best to continue working steam and move the brake valve to release position, with the hope of keeping the head end moving until the rear end stopped. Now will you kindly decide this question for us? **H. A. R.**

**A.** Any instruction or rule given to govern our action in case of accident can be given only in a general way, as conditions vary, so that what might apply in one case may not apply in another, and it is the rule of *good judgment* that applies in all cases. However, it may be said that where the brakes are applied from some other point than the brake valve, it is best to shut off steam and move the handle of the brake valve to either lap or emergency position, preferably the latter. This will allow the train to come to a standstill as quickly as possible; and in case of a break in two the head and rear portions will not be separated any great distance; therefore, when they come together, if they do, the shock will not be severe. There is still another reason why this method should be followed out, supposing that the trainmen, to avoid accident, opened the conductor's

valve or the rear angle cock; now, if the engineer, who does not know at this time the cause for the brake applying, continues to use steam and moves the brake valve to release position, it is evident that the train will not be stopped as quickly, and possibly not in time to avoid the accident. We may, therefore, be safe in suggesting that, where the brake applies from cause unknown to engineer, steam should be immediately shut off and the brake valve moved to either lap or emergency position.

**Q.** Will you kindly explain what is meant by the term "percentage of braking power?" One often hears the remark that a car is braked at 70 per cent; now just what does that mean?

**YOUNG RUNNER.**

**A.** In the building of engines and cars and equipping them with brakes, some rule must be followed out that a brake which will develop the proper power be applied. In the working out of this rule, the first consideration is the light weight of the car or engine, and it is from this all other points must be figured, such as size of auxiliary reservoir and brake cylinder, brake cylinder pressure and the total brake leverage. To determine the proper percentage of braking power to be used, which will give a reasonable margin of safety from wheel sliding, numerous tests were made, and it was found that a freight car might safely be braked at 70 per cent of its light weight; passenger equipment cars at 90 per cent, engine truck and trailer at 60 per cent, drivers at 75 per cent, and tender at 100 per cent. Now, your question is, What does this per cent mean? It means that the pressure of the brake shoe on the wheel is less, equal to, or greater than the pressure of the wheel on the rail. For example, let us take a freight car weighing 40,000 pounds, and brake it at 70 per cent of its light weight. Now 70 per cent of 40,000 equals 28,000; therefore, the per cent of brake power of this car will be 28,000 pounds, and this divided by the number of shoes will give the pressure per shoe; and this means that for each pound pressure of the wheel on the rail there is 7-10ths pound pressure on the brake shoe; and if this were a passenger

equipment car, for each pound pressure of the wheel on the rail there would be 9-10ths pound pressure on the shoe; again, if this were the tender, for each pound pressure of the wheel on the rail there would be one pound pressure on the shoe. It must be understood that this percentage of brake power or rather this ratio of brake shoe pressure to wheel load is obtained only when the car is empty; and to show the drop in this percentage of brake power, let us take for an example the car cited above when loaded, weighing 40,000 pounds when empty, and a capacity of 100,000 pounds, giving a total weight of 140,000 pounds. Now, we have increased the weight of this car 100,000 pounds, but we have not increased the braking power, which still remains at 28,000 pounds, and this is but 19 per cent about of the total weight. So we see that when the car was empty the braking power was 70 per cent, while when loaded the brake power was but 19 per cent. This should make clear why a train made up of loads and empties should be handled with care and judgment.

**Q.** Will you please let me know through our JOURNAL what driver brake cylinder pressure is obtained when using the E-T type of brake in both service and emergency applications?

**A. A. B.**

**A.** Your question does not make clear just what is wanted, as you do not state the amount of reduction or the pressure carried. However, it may be said that in service braking the brake-cylinder pressure will be two and one-half times the reduction of brake-pipe pressure up to the point of equalization of the pressure chamber and application, unless the point of equalization be above the adjustment of the safety valve, which is 68 pounds. To state this differently, if the pressure carried be 70 pounds, a 20-pound reduction will cause the pressure chamber and application chamber and cylinder to equalize at 50 pounds, which means 50 pounds brake-cylinder pressure; while if 110 pounds be used, equalization would take place at about 80 pounds, were it not for the safety valve, which holds the pressure at 68 pounds. In an emergency application, with 70 pounds brake-pipe pressure, 68 pounds brake-cylinder pres-

ture will be obtained, while with 110 pounds, 93 pounds will be had, which will be gradually reduced to 72 pounds. It must be understood that the same pressure is obtained in the different brake cylinders on the locomotive.

**Q.** I am running an engine with the old G-6 brake valve and I would like to ask what defects will cause the black hand on the air gauge to go up and equalize with the red hand; understand, this does not happen when coupled to a train. With the engine alone, the two hands will come together. Now, I would like to know what tests can be made to locate this trouble and how would one proceed to adjust the feed valve where this condition exists?

A. M. B.

**A.** The following defects will cause the brake-pipe and main reservoir pressure to equalize: Leaky rotary valve, leaky body gasket, defective feed valve or feed valve case gasket. To determine which is at fault, place the brake-valve handle in service position, exhausting all air from the brake pipe and chamber D; then close the cut-out cock under the brake valve and move the handle to lap position. Leakage past the rotary valve generally occurs under the bridge into the large cavity in the rotary, and as this cavity stands over the brake-pipe port in all positions of the brake valve, it is evident that any leakage into this cavity will be free to flow to the brake-pipe port and to the chamber under the equalizing piston. Now, as there is no pressure above the piston it will be forced upward, unseating the brake-pipe exhaust valve, allowing this air to flow to the atmosphere at the brake-pipe exhaust port. Leakage past the body gasket may allow main reservoir air to leak into chamber D above the equalizing piston; and as the volume of the equalizing reservoir and chamber D is small, such a leak will cause the black hand to quickly move up to the position of the red hand when the brake valve is in lap position. This pressure forming above the equalizing piston will hold it in its lower position, keeping the brake-pipe exhaust valve closed; therefore there will be no blow at the brake-pipe exhaust port. If the black hand does not move up and there be

no blow at the brake-pipe exhaust port, when the handle of the brake valve is moved to lap position, the trouble will be found in the feed valve or its case gasket, and to determine which is at fault will require inspection. Where this condition exists, and it is desired to adjust the feed valve, same may be done when coupled to a train or with the engine alone by creating a leak at the angle cock sufficient to overcome the leakage in the brake valve. The proper thing to do would be to first put the brake valve in condition and adjust the feed valve afterwards. Leakage of main reservoir air past the rotary valve into the brake pipe may cause the brakes to release when they are applied, especially with a short train. Leakage past the body gasket into chamber D will make the service reduction slower than usual, since the air feeding into chamber D tends to maintain the pressure there, and if the leak be greater than the capacity of the preliminary exhaust port it will prevent any reduction of brake-pipe pressure through the service ports of the brake valve. Leakage by the body gasket may sometimes be stopped by tightening the bolts in the brake valve.

**Q.** Will you please answer the following questions on the No. 6 E-T brake? What will be the effect if the distributing valve release pipe breaks? What will be the effect if the pipe breaks and is plugged, and which end of the pipe must be plugged? Can both the straight air and automatic brake be used if the pipe is plugged; if not plugged?

R. R. B.

**A.** It is through the release pipe that we are enabled to hold the locomotive brake applied while the brake pipe is being recharged, and it is evident that if the pipe breaks, the holding feature will be lost; that is, the locomotive brake will release in full release or holding position. If the pipe be closed, it should be plugged toward the distributing valve; the locomotive brake can then be applied with either the automatic or independent brake valve, but can be released only in release position of the independent brake valve. If this pipe breaks and is not plugged, the inde-

pendent brake may be applied by holding the handle of the independent brake valve in quick application position, but will release when the handle is returned to lap position. It will be found poor practice to plug this pipe, as any light leakage into the application chamber or cylinder will cause the locomotive brake to drag, which generally results in the loosening of the tires.

Q. Here is a question that I would like to have answered through our JOURNAL, as I believe it will be of interest to all of the Brothers in passenger service. Recently I was reprimanded for sliding a single pair of wheels on one of the cars in my train, and now what I would like to know is, how can the brake be handled by the engineer so as to cause some particular pair of wheels in the train to slide? I can readily understand how all wheels in the train may be made to slide, or, all wheels on some one car in the train; but for one pair only to slide, and then say that the engineer is responsible for its sliding, is more than I can comprehend. Our train generally runs from six to eight cars, and all cars are equipped with the Westinghouse high speed brake. An explanation of this or any other information on the subject of wheel sliding will be greatly appreciated.

H. A. R.

A. Your question is one that should interest all engineers in either passenger or freight service, as the subject of wheel sliding calls for careful study on the part of every engineman, as the flat wheel is a dangerous thing, and everything possible should be done to overcome this trouble. Now before considering why a single pair of wheels may slide while other wheels in the train do not, let us ask the question, What causes the wheels to slide? We know of course it is the effect of the pressure on the brake shoes acting on the tread of the wheel; or in other words, it is the frictional force, that is, the holding power of the shoe on the wheel. The frictional force between the wheel and the rail tends toward keeping the wheel rotating or turning; while the frictional force between the brake shoe and the wheel tends toward prevent-

ing the wheels turning, and whenever the latter is the greater, the wheels of course will slide. The frictional force between the wheels and the rails depends principally upon the weight carried by the wheels. The frictional force between the shoes and the wheels depends principally upon the pressure of the brake shoes on the wheels. The friction between the wheels and the rails, while not affected by the speed of the train, will vary more or less, due to the condition of the rails' surface. The frictional force between the wheels and the rails will also vary, due to the shifting of the weight from one pair of wheels to the other, caused by the tilting of the trucks when the brake is applied. The truck tilting will cause a greater weight to be thrown on the forward pair of wheels, which in turn means a less weight on the middle and back pair of wheels of the truck. Now, with the brake-shoe pressure remaining the same on the middle and back pair of wheels of the truck, and part of the weight removed from these wheels, we can readily understand how one or more pair of wheels may be slid, simply due to the tilting of the truck. The question next arising is, What causes the truck to tilt? It is no doubt understood that this is due to the application of the brakes, which tends toward retarding the truck movement, and the car body pitching forward will cause the truck to tilt, and the more severe the brake application the greater this will be, the less weight will remain on the second and third pair of wheels, while the frictional force between the shoe and the wheel will be greater. Another factor which enters into the wheel-sliding problem is the unequal brake power found on the different cars in the train; meaning that the retarding force offered by the brakes may not be the same on any two cars in the train. Where this condition exists a force is set up by the higher-braked car, tending to stop it much quicker than the lower-braked cars, and if this force becomes sufficiently great, the wheels on the higher-braked cars are skidded, due to the pull or push coming from the lower-braked cars in the train. The effect on the higher-braked

cars, due to the "pull" or "push" coming from the lower-braked cars is that, for an instant, the higher-braked car is moved at a greater speed than that for which its wheels are revolving, thus starting the wheels to slide, and as the frictional force between the wheels and the rails is now less (due to sliding), while the frictional force between the wheels and shoes is increased, the wheels will continue to slide. However, it may be well to state that the fault is not with the car having the higher brake power, but rather with the cars having the lower brake power, on which the brakes are not doing their share of the work. While the above points out a few of the causes for wheel sliding, yet the principal cause is, no doubt, due to the manner in which the brakes are operated, and it is in this that the engineer plays the important part. In service braking, there are several points to be considered: the speed, the distance in which the stop is to be made, length of train, condition of brakes, and condition of rail. Now, with the wheel-sliding problem still before us, we may say that in all service stops not less than two applications of the brakes should be made, and as many more as may be necessary. The question now arising is, Why are two or more applications necessary when the stop may be made with one, and made much quicker?

The object of two or more applications is to allow the engineer to make the first application a heavy one to reduce the speed of the train quickly, when this heavy application may be released and the stop completed with a light application, and by so doing, avoid the possibility of wheel sliding. It is, no doubt, well understood that wheels cannot be slid when the speed of the train is high, therefore a heavy application may be used. However, it is a very easy matter to slide wheels at low speed, therefore it is at this time that the greatest of care should be taken in handling the brakes. That two applications are made each time a stop is made is no assurance that the wheels will not be slid, as only too often the first application is released while the speed of the train is quite high, and this in turn calls for a heavy application

to complete the stop at the desired point. This, of course, is the result of starting to brake too soon, and the engineer seeing his mistake, after the brake is applied, almost immediately releases; that is, releases at comparatively high speed, and to complete the stop with one more application a heavy reduction is required. Now, from what has been said, it may be seen that the engineer plays an important part, and is in a great measure responsible for the sliding of wheels. If great care be taken in the final application, to complete the stop, with a low brake cylinder pressure, wheel sliding may be avoided.

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### Questions and Answers

BY JAMES GREGORY

**Q.** What effect on draft would follow if nozzle box is made larger or smaller in diameter about where the bridge or dividing wall is located? Has this design any particular merit? W. A. B.

**A.** The form of nozzle box you mention was favored by some designers a few years back, but the writer knows of but one road using it now. Another kind used was contracted just below point where steam from opposite cylinders came together. This part of nozzle box is called the choke. Those who had faith in it recommended the area of opening at choke be reduced to 80 per cent of that at top of nozzle. A master mechanics' committee reporting on the merits of the latter recommended that the choke never be less than the area of final opening at nozzle top, and that whenever it is deemed necessary to sharpen the exhaust it should be done by contracting the final opening with bushing or bridge instead of at choke. Enlarging or contracting nozzle box at choke can have no beneficial effect on draft. If the area is reduced at that point it delays passage of exhaust, thus causing excessive back pressure in cylinder. If the area is increased so the nozzle has a bulb shape, the upper surface of the bulb represents an abrupt angle for the passage of exhaust, with nothing to compensate for the obstruction it would cause, and for, after all, the

effectiveness of the exhaust force on draft, as well as its influence on the free working of engine, is determined by the area of final nozzle openings.

**Q.** At the last meeting of the International Fuel Association there was much opposition to the use of the rake on locomotives. It was declared to be of no help whatever in connection with first class, or 100 per cent practice. What do you think of the rake as an aid to steam making?

W. R., Div. 10.

**A.** Aside from the need of a rake, hook, or hoe, or some other means to spread fire when needed, as at terminals before starting, there is no need of either of these tools with 100 per cent firing. The trouble is, there is too little of such high-grade performance and too many calls for the rake to help correct faults of inferior work. There is no assurance that any fireman can go on indefinitely without getting fire in shape so steam will lag, and as this may and is most likely to happen at a critical time, the convenience of some means to correct the error promptly is appreciated by most engineers.

The Fuel Association may report unfavorably on the use of any means to correct poor firing on the theory that too many aids to lean on encourages it, and from their point of view, that of fuel economy, they are no doubt right; but the engineer who is trying to make time, under adverse conditions, occupies a far different viewpoint, and in the emergency that too often presents itself he would regard it as a calamity to be without some implement with which to level the humps in the firebox so she could hold the pressure. The Fuel Association takes a theoretical, the engineer a practical, view of this question, and knowing that the 100 per cent efficiency fireman is the exception, he naturally favors the rake.

**Q.** Do ordinary changes in boiler pressure not to exceed 30 to 40 pounds affect the expansion and contraction of boiler in a way to be injurious to firebox or flues?

H. D.

**A.** With every variation of steam pressure there is a corresponding change in temperature, so if the pressure reduces the boiler contracts, if pressure rises

boiler expands. Variations of pressure of 30 or 40 pounds would be damaging to flues, staybolts, and might even cause cracked firebox sheets, depending on the frequency and suddenness of these changes of pressure.

**Q.** How is an engineer given inside clearance with D valve? What part of the gear regulates that? Does it vary when the lead changes, as with the Stephenson gear?

READER.

**A.** Inside clearance, or exhaust lead, or negative exhaust lap, as it is variously called, is not regulated by the adjustment of any part of the gear. With valve standing on center of seat, the space between edges of valve on its exhaust ends and the edges of steam ports is the amount of inside or exhaust clearance. So it is a matter of fit of valve to seat rather than one of adjustment of parts controlling its movement. In its relation to piston movement it varies somewhat by the operation of the Stephenson valve gear, which in short cut-off makes every event of the valve movement from admission to exhaust earlier than when worked at full stroke, but the actual inside clearance is a fixed quantity determined by fit of valve to seat.

**Q.** Why is it that sometimes a hot eccentric may be cooled by throwing cold water on it without doing damage, while at other times it will burst the strap?

A. W.

**A.** It depends on the source of heat. If caused by strap not being properly hung, due to a twist in blade, or being set out of line with link, then cold water may be used to cool without doing any damage, for such heating may be caused even when the strap is a loose fit on eccentric; but when strap heats on account of being a too close fit, then is when it breaks if cooled suddenly, as it contracts on the cam and the force of contraction causes it to break. If eccentric and strap could be cooled evenly this would not take place.

**Q.** How could a hot main driving box cause an eccentric strap to break?

H. E.

**A.** A very hot driving box would mean a hot driving axle, and the eccentric cam

being connected to it would be also heated, so if it were already tight, or a snug fit in strap, the expansion of cam, due to heating, might cause strap to bind it hard enough to break under the strain.

**Q.** I notice that often when a driving box gets hot the wedge is stuck. Is it due to the box getting hot, or is the heating of box the result of stuck wedge? This sometimes happens when box is perfectly sponged. How would stuck wedge cause box to heat?

**A.** Stuck wedges, or stuck boxes as some have it, is more often the result of a hot driving box than the cause of it; however, a stuck wedge will help to make a box heat as the result of box being locked, thus carrying some weight which should be distributed to other driving boxes by the equalizing system of springs and levers designed for that purpose. This extra weight increases friction to a degree greater than the bearing is calculated to stand without heating.

**Q.** What is a "ton mile" as used in rating haulage of engines? **A. D.**

**A.** The "ton mile" is the unit for computing the performance of locomotives. A ton mile is one ton hauled one mile. The performance of a locomotive hauling a train of 500 tons over a 100-mile division would be found by multiplying the number of tons by the number of miles, which in this instance would be 50,000 ton miles.

**Q.** Preheating of feed water seems to be growing in favor. Is there much benefit from it? Does it help the steaming of engine or the coal consumption? Why is it not more used? **N. D.**

**A.** The heating of feed water is not new. It has been tried in various ways for a long time and has been discontinued in some places. Recently there seems to be a return to the practice. One of the chief objections to it in former days was the trouble of pumping or injecting the hot water from tank to boiler. This fault has been partly overcome by improving the injector, and still further corrected by not heating water in tank beyond 100 degrees, relying more upon the heat gained by discharging feed

water through a coil of pipe located in front end. The temperature of water so heated is said to be 250 degrees and is such an aid to steam making that in some instances engines that were very poor steamers, as a result of being over-cylindereed, were made to steam easily with a considerable saving in fuel. It is not likely the preheating of feed water will become general, as the mud and scale-forming matter contained in the water separates from it at the high temperature gained in the heater and collects in the heater, causing it to burn out frequently. This fault would likely discourage its adoption in bad water districts. The saving in fuel from preheating is said to be at least 6 per cent.

**Q.** What difference is there between heating of feed water and superheating steam as to their influence on the general work of engine? Why are they not both used at the same time? Do they conflict in any way? **M. D.**

**A.** The difference is that preheating of feed water adds to boiler efficiency and economy of fuel, reducing the tax on boiler due to forcing it to make steam enough with feed water of low temperature. The chief claim to merit of superheating may be attributed to increasing the volume of steam after leaving the boiler. The former adds to the efficiency of the boiler only, the latter to the efficiency of the engine as a whole.

The use of both is prevented only by want of convenience. Both get their heat from the gases in the front end, which lacks the space, as at present constructed, to accommodate both at the same time. Where the preheating is done by air pump exhaust passing through pipes in tank, or where blow back from pops is used in same manner, it could, of course, be operated with the superheater, but the plan of heating feed water before passing through injector has not met with much favor where tried out. Prompt action of injectors is imperatively necessary on the modern engine under present service conditions, and this is not always possible when the feed water is liable to get too hot for injectors to work.

**Q.** Is there any advantage in placing



eccentrics on the intermediate axle on a consolidated engine, or is it merely a matter of convenience? **ENGINEER.**

**A.** It is more convenient, besides making a more substantial valve gear, than if the eccentrics were on main axle, which would call for extremely long blades, or valve rods, whichever it might be, both of which are objectionable as lacking the stiffness needed for positive valve movement. Another advantage of the valve movement originating at the intermediate axle is, there is much less wear of its driving boxes, thus imparting a truer movement of valve than is possible when eccentrics are on main axle, the boxes of which are often so loose as to affect the valve movement in a way to detract much from the power of engine, besides which the movement of a main axle in a pounding box imparts its motion to the eccentrics and to the valve gear, to which failures of the latter might be traced.

**Q.** In the matter of expense for upkeep, how does the pooled engine compare with the regularly crewed engine?

**READER.**

**A.** All things considered, including the fact that a \$15,000 engine draws no interest when lying in the roundhouse waiting for the crew to rest up, the pooled engine is the cheapest. The following is a printed opinion of one of the leading mechanical superintendents of the present day: "It may be said that there is a financial advantage in single-crewing because of the regular crews knowing the engine, but even this does not hold good, as the cost for locomotive service per mile run is now, even under the pooling system, generally speaking, the lowest it has ever been."

There are some things relating to the cost of repair of regular engines that those in favor of the plan usually overlook when summing up the case. The loose windows that annoyed by rattling, the glass that was not clear, the loose feed pipe or waste pipe, the reverse lever that had a spring too weak, or too strong, the headlight that was not properly set to focus its rays of light on track at the right point, the engine that did not seem to be riding right, and a hundred

other little irregularities, either fancied or real, added much to the sum of current repair that is saved in the pooled engine having all these faults and more.

**Q.** What advantage is there in the engine fired by automatic stoker over the hand-fired engine? We hear much of the good work of the stoker-fired engine in moving trains.

**W. T.**

**A.** The advantage of the stoker is that it may be regulated so as to supply just the amount of coal needed and make steam with a fire depth ideal for perfect combustion without restricting the power of engine by choking the nozzle. A near approach to this may be reached by skillful hand firing, but it is exceptional, and the highest possible average would fall below the performance of the automatic stoker in general efficiency. The advantage of keeping furnace door shut with the automatic stoker is another point that counts in its favor.

**Q.** The engineers here are held responsible for the steaming of engines and work of firemen. If engine fails for steam with you and makes steam with another crew the following trip, you have a hard time explaining why. We are especially cautioned to insist on light firing. Now, what is light firing?

**A.** There is an opinion shared by some that light firing means merely firing with small quantities to each fire. It is a step in the right direction, but does not cover the whole distance, by any means. Light firing consists in supplying the coal in such quantity and scattered over such an area, that the highest firebox temperature consistent with engine performance and economy of fuel is maintained.

Ordinarily, three scoops of coal to the fire is regarded as light firing, but if that amount is not supplied with some regard for the condition of fire, or the manner of spreading the coal, it may prove to be heavier firing than if the number of scoopfuls was double that amount if properly handled.

**Q.** Is there any reason why a back end of main rod should not be keyed up with pin at lower or top quarter position, or that a forward end of main rod should not be keyed up on any but the top or lower quarter position for main pin?

What difference can it make with the forward end of main rod where the back end is?

H. A. W., Div. 144.

A. The best way to arrive at an understanding of the reasons for certain positions for keying main rod is to consider the fact that if the crosshead pin were perfectly round it would not matter in what position the back end of rod stood for keying. The same is true of the main pin. The object of spotting engine for this work is to get the pins in position where least wear takes place and key brasses to fit pins on their largest diameters. It will add to your understanding of the subject more than a mere explanation would to find out by your own effort why the pins do not wear round, also where the most and least wear takes place.

Q. The question as to how an engineer can judge the speed of his train when no objects are visible on the right of way as at night and in storms, was brought up in a case in court recently. The engineer who answered the question said he could tell the speed of his train approximately, but was unable to give any reasons why he could do so. What, in your opinion, is the gauge of speed for the engineer under such conditions?

W. R., Div. 10.

A. The vibration of the machine is the gauge of speed. However perfect the engine, there is a certain pulsating movement set up at various speeds that indicates to the engineer the approximate rate of speed. He may not know, just as the engineer stated in court, why he could tell how fast he was running, but the question had perhaps never been asked him before, for which reason he had never given it any thought.

As proof of the claim that speed is judged by vibration of engine, we need only call attention to the effect on one's judgment in the matter when changed from a low to a high wheel. The freight engineer making an occasional trip on passenger, changing from an engine with a 4½- to a 7-foot wheel, will find it a very difficult matter to do good braking chiefly on account of his judgment on speed being upset by the change of wheel. He, of course, will find it more

difficult at night, but even in daytime, with every object visible that one might think would afford a good gauge for speed, his judgment will be off if he is not accustomed to the size of driving wheel, and he will often run by a stop and think the brakes are not good when the trouble is due to his failure to correctly judge the speed of the train.

Q. In designing an engine, is the nozzle area given with a regard for size of cylinders, or extent of heating surface or grate area? Which should govern?

W. R.

A. Practice determines the size of exhaust nozzle, as quality of fuel and water, as well as efficiency of enginemen, condition of power, and standard of service demanded have much bearing on the question of nozzle area. The rule in practice is to run nozzle as large as possible so engine will steam well under all conditions, whether she works freely or not. This practice is followed out in many cases to correct faults that call for a better remedy, but the nozzle is convenient to operate on, and it brings results, if they are often onesided. As the purpose of nozzle is to produce draft, it would seem that its openings would relate very closely to the area of opening in grates through which the circulation must pass, and it is likely the designer is usually guided by some theoretical table of proposition based on these figures, but if the power is permitted to run down, the quality of fuel inferior, or the tonnage rating is excessive, the motive power department falls back on the old reliable bridge or bushing, for if they steam all right that seems to let the engine department out, and if they don't make time under all conditions the nozzle is the last thing to be blamed for it.

Q. The old excuse of "poor coal" will not be accepted on our road for engine failures. We use a fair grade of coal, but at times, especially after being stored a long time and pretty much slack, it is not so good for steam. It doesn't seem fair to expect as much when the coal is poor as when it is at its best. What do you think about it?

A. It is evident from your statement that your department pretends to keep

the power up so the variations in quality of coal mentioned won't cut any figure in the engine performance. That is more fair than neglecting the power and encouraging the practice of charging failures for steam to the coal, or the fireman, or anything but the true cause. The motive power department that consistently guarantees good performance under all conditions, at least so far as the making of steam is concerned, is the best for the men and the company also, for it is broad-shouldered enough to carry its share of the responsibility.

**Q.** Recently a joint in steam gauge pipe got leaking badly and the gauge pressure went up several pounds higher than before. Does the dry steam exert more pressure on gauge or do the curves in gauge pipe have any effect on the pressure when pipe is full of water?

**D. M.**

**A.** It is not the effect of any difference in pressure that makes the gauge register differently when "dry steam" enters gauge, but rather the expanding effect of the temperature of the hot steam on the tubes of the steam gauge.

### Honeycomb and Clinker

One of the most annoying features connected with the burning of bituminous coal in a locomotive firebox is the honeycombing of flue sheet. The matter of clinking of grates is another source of trouble which relates so closely to the former that they may be regarded as twin evils, being produced under similar conditions and having like effects.

As in every investigation, whether proving the motive of a criminal or the effect of combustion under varying conditions on the component parts of fuel in the locomotive firebox, we must rely much on the circumstantial evidence to form the chain of reasoning reaching to a sound conclusion; so to account for the causes of honeycombing, we must first look into the circumstances attending its formation, and what they are. When the draft is weak enough to cause insufficient air to be supplied to fire, honeycombing takes place.

Weak draft may be caused by a too

large nozzle; by a leaky nozzle box; by nozzle out of line, so it spends its force striking side of stack; sometimes a petticoat pipe out of line, or a nozzle gummed so as to deflect the exhaust to one or the other side will bring the same result. A leaking front end admitting air, a leaky steam pipe, flues leaking, exhaust of air pump leaking, may in either case prevent the necessary vacuum being produced in front end for a perfect combustion of the fuel in firebox, a condition which induces honeycombing; so much for the front end.

Now the causes we find in fireboxes which bring like results are leaking flues, unequal draft distribution, either the faulty adjustment of diaphragm sheet or unequal depth of fire. Wet coal and slack coal also contribute to the depositing of honeycombing on flue sheet.

The foregoing are the chief reasons for the fault referred to, and when we link these with the chemical action of the products of the coal during combustion, we may be able to see that honeycombing is chiefly a matter of firebox temperature and oxygen supply.

The conditions or circumstances here referred to are not all, for honeycombing may result with all or any part of these faults absent. The matter of grate area relates very closely to the subject in hand.

You will note that we knew nothing about honeycombing, comparatively speaking, until the large fireboxes came. The smaller grate areas of the standard engines of 20 years ago came nearer within the limit of the average fireman's skill to keep properly covered; beside, the proportion of grate surface to that of exhaust force and draft circulation formerly was less, and the likelihood of fire getting banked for these two reasons was much reduced. The firebox temperature was necessarily higher then, when the grate areas and heating surfaces were less liberal in proportion to other parts, for which reason the low temperature possible in the larger heating areas of the modern engine, to which may be traced the primary cause of honeycombing, could not exist for any length of time. A banked fire then had to be attended to right away to avoid running out of steam, while with the

extremely large heating areas of today the fire may be banked in some parts of firebox for a considerable part of the trip, and still steam enough may be made for the work to be done. In fact, it is the practice of some firemen on certain classes of engines to purposely bank the fire over the grates near the back end of the firebox, and to the banking of fire may be charged the chief cause of honeycombing.

The other causes referred to, such as defective adjustment of parts affecting drafts and leaks here and there, all of which relate closely to defective draft circulation, are ever contributing factors to whatever extent they tend to produce a low firebox temperature; but assuming the engine to be in perfect condition, and draft all that can be desired from the opening of the ash pan to the top of the stack, we will have honeycombing, and do have it at the present time, and will continue to have it until the fact is recognized more generally that to fire the modern locomotive successfully calls for a measure of skill too rarely acquired by the average man, if left to his own resources. There must be some systematic method of instruction provided for the novice to start him right, and above all there must be a firm faith in the merits of that system by those higher up in the mechanical department, else the whole educational feature as well as the practical results spell failure.

So we have arrived now at the point where poor firing is charged with being the main cause of clinkering of flues, and of grates, for that matter, as they are both effects of the same cause—both the result of low firebox temperature caused by heavy firing.

Honeycomb is composed of certain metal pyrites contained in the coal. These metals fuse at different temperatures, and we are told by the chemist that the fusion of that portion of the coal which composes the honeycomb takes place either as the result of low temperature and insufficient supply of oxygen for perfect combustion, or a too limited period of time for the oxygen to properly lend its influence toward that end,

In practice we find that heavy fire develops the ideal conditions to fit the case. Heavy loads of green coal thrown in upon the fire at the best is wrong, it being a waste of fuel and physical energy, as well, but when such heavy feeding of fire is done with little skill, or a disregard for evenness of depth of fire, the faults of the practice are multiplied in the production of clinkering of grates and flue sheet and the many engine failures resulting from that practice.

With the uneven depth of fire we get uneven air circulation through it. When fire is banked here and there we get low temperature at these points, and as the man who supplies coal in the manner described must necessarily agitate his fire considerably to make any show of keeping up steam, this frequent upsetting of fire when engine is working causes violent current of air to rush through the thin spots, carrying the products of the coal which form honeycomb away from the bed of fire before sufficient contact of the oxygen is had to effect proper combustion, and depositing the product of the coal which composes honeycomb and which is known to be of a pasty nature against the flue sheet.

Where it is the practice to bank a fire at back end of firebox the writer has observed that honeycomb will accumulate at top of flue sheet, showing that the conditions there produce the matter of which the honeycomb is composed, for the course of circulation can be traced from the upper flues back to the rear end of firebox where the banking of fire took place. When the fire is banked irregularly or a too great depth of bed is maintained throughout the trip, honeycombing over the whole sheet will take place, varying in extent, no doubt, to the composition of the coal and the extent of the other contributing influences.

Wetting the coal excessively also leads to the trouble, also as the volume of evaporated moisture in the coal reduces the air circulation through fire in equal measure. Leaks in firebox have a like effect from the same cause.

The opinion is frequently advanced that flues and flue sheet long enough in service to have become somewhat scaled are

more likely to become honeycombed than those having clean flues and flue sheets. It is true, of course, that the sheet or flues much scaled have a higher temperature than the others, but it is a question if this is an important factor in the case, excepting as an indirect cause. It seems more reasonable to believe, and the writer's observations lead clearly to a conclusion, that the effect of scaled flues and flue sheet, detrimental as they are to the steaming of engine, call for a forcing of the fire to make the steam, and this continual forcing of fire keeps the fireman working so close to the danger point of banking fire, or getting it too heavy generally, that honeycombing is likely to result. The practice of reducing nozzle area to compensate for effect of scale in boiler also contributes toward the same end, as the more violent draft produced demands heavier firing.

If cleaner sheets are conducive to freedom from honeycombing it is indirectly so, for the engine that steams freely is less likely to be crowded with fuel beyond her capacity to burn it properly.

Clinkering of fire on grates is a result of the same fault in the manner of firing. Low temperature and insufficient supply of oxygen to consume that part of the coal which forms the clinker, or want of high enough temperature to heat it beyond the fusible point, are the primary causes of the trouble, and we find those causes in the highest degree of perfection in heavy firing. The opinion prevails that the use of the hook or rake is responsible for much clinkering, and the shaker bar comes in for its share of the blame, but the fact is their influence is a negative one. It is purely a case of their being in the bad company of a fireman who doesn't know his business, nor know how or when to use these tools so useful in the hands of the skilled fireman.

We hear and read much of having already reached the limit of the physical endurance of the fireman in the designs of modern engines, which is true enough; in fact, on the average we have exceeded that limit, but the deficiency of the human equation in this case is not so much due to lack of physical as of mental energy, and a higher average of pro-

ficiency in the men who do the firing would eliminate many of the troubles that we encounter today in the management of locomotives. T. P. WHELAN.

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## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

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The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

SAN ANTONIO, TEX., Dec. 6, 1915.

### EDITOR TRAIN RULES DEPARTMENT:

Order No. 27, "Engine 839 work extra 6 a. m. until 6 p. m. between A and F protecting against all trains after 6:40 a. m."

Order No. 28, "Engine 839 run extra C to F and return to C and will wait at D until 3 p. m. for extra 50 west."

Order No. 28 was issued for the purpose of moving the work extra between the points mentioned without being required to protect. Both orders were addressed to "Engines 839 and 50." How should the trains be governed, and are the addresses correct? Div. 197.

**A.** Order No. 27 is correct and requires that the work extra protect against extra trains after 6:40 a. m., and it also gives permission for the work extra to work on the time of any regular train, under the protection of a flag. It is probable that the order was not intended to give authority to work on the time of regular trains, but such authority is given by the wording of the order. The term "all trains" includes extra trains and also regular trains, and when the work extra has been directed to protect against a regular train, authority is given to the work extra to use the main track on the time of such regular train under flag protection.

Order No. 28 is not proper, and it should not have been issued. When an order is given to run extra and wait at certain stations for an opposing extra train there is not proper protection between the two extras unless one of them has previously been made superior to the other. The rules state that an extra

train will be governed in its movements against an opposing extra train by the train orders which it receives. This means that each extra train must receive an order which will fully provide for a meeting point with all opposing extra trains.

An order directing an extra train to wait at a certain station until a limited time for an opposing extra train does not make that extra superior to the other extra; and it follows that the opposing extra train is not required by rule to clear the main track if it fails to make the point designated by a certain time. If the order had given extra 839 right over extra 50, or made a meeting point between them, it would have been entirely proper.

The orders should have been addressed to engine 839 and to extra 50, except that order No. 27 should also have been addressed to all trains.

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EL PASO, TEX., Dec. 5, 1915.

**EDITOR TRAIN RULES DEPARTMENT:**  
I have had three rulings on the following order and will appreciate it if you will give me your understanding in the next issue of the JOURNAL:

Order No. 48, "No. 1 engine 135 meet No. 2 engine 157 at G."

No. 1 and No. 2 move between A and K. Westbound trains have right of track over eastbound trains. No. 1 is a train of superior direction.

When No. 1 arrives at G it finds first No. 2 there displaying signals for second section. Has No. 1 the right, under Standard Rules, to move against second No. 2?

**MEMBER.**

A. Standard Rules provide that when a train is named in a train order by its schedule number alone all sections of that schedule are included in the order and each section must have copies of the order delivered to it. But it is understood that when the engine number is added to the schedule number it cannot be said to be named by its schedule number alone, therefore, No. 1 being a train of superior direction may properly proceed against second No. 2, as schedule No. 2 was named by its engine number as well as by its schedule number. It

follows that the first section with engine 157 was the only train referred to by the order and following sections of No. 2 would not receive a copy of it, under Standard Rules.

The Standard Code used to contain a rule reading, "When a train is named in a train order all its sections are included unless particular sections are specified; each section included must have copies addressed and delivered to it." When the Standard Code was revised in 1906 that rule was changed to state that when a train was named in a train order by its schedule number alone all sections would be included, etc., for the reason that it was found that some roads were using engine numbers, and others conductors' names, to identify a certain train, and at the same time Rule 218 was so worded that it permitted all sections to use the schedule regardless of that fact. This state of affairs was confusing, because on an order reading, "No. 1 meet No. 2 engine 157 at B," the second section of No. 2 was permitted to use the order and go to the meeting point, regardless of the fact that second No. 2 had engine 253. It was to stop this practice that the rule was made to read, "When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it."

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LOUISVILLE, KY., Dec. 1, 1915.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please advise regarding the following case: No. 38 is due to arrive at H at 2:50 a. m. and is due to leave there at 3:15 a. m. No. 38 flags into H at 3 p. m., being more than twelve hours overdue on its arriving time. Can No. 38 leave H if it can get out of there before 3:15 p. m., without further orders? Or must it be given an order to run as No. 38? Do the rules forbid its running as No. 38 in either case?

**MEMBER 562.**

A. Rule 82 provides that time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station. Regular trains twelve hours behind their schedule arriving time or schedule leaving time at any station lose both right and schedule, and can there-

after proceed only as authorized by train order.

In this case if No. 38 arrives at H more than twelve hours late on its schedule arriving time it loses both right and schedule and can only proceed on train orders. If No. 38 is ready to leave H before it is twelve hours late on its departing time, the train dispatcher can properly give it an order to run as No. 38 from H, but the train has no authority of itself to assume the schedule at H without such order, after it has lost right and schedule by reason of being more than twelve hours overdue.

Any orders held by No. 38 would become void when it became twelve hours late, and if the train was given an order to again assume the schedule the train dispatcher would have to reissue all orders to No. 38 which he desired to have in effect. For example, if No. 38 held an order to meet an inferior train at K and another order to meet a superior train at M, when No. 38 became more than twelve hours late, both of the orders would become void, and it would be the duty of the train dispatcher to reissue the orders to No. 38 when he re-created the train, or annul the orders to the other two trains. This is a very important point in connection with a train becoming twelve hours late.

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OMAHA, NEBR., Dec. 3, 1915.

**EDITOR TRAIN RULES DEPARTMENT:**  
Under our rules, freight trains must not exceed a speed of 25 miles per hour between A and Z. Extra 43 north leaves D in the fog with 80 cars and makes a speed of about 15 miles per hour. Extra 67 leaves D behind them going north and makes a speed of about 25 miles per hour, as the train consisted of only 40 cars. Extra 67 overtook extra 43 ahead in the fog while they were moving along. This occurred between G and H. Who was responsible?

A READER.

A. There is nothing said as to what arrangements, if any, this road makes for blocking trains apart in foggy or stormy weather. Very few roads fail to make some provision for keeping trains apart during such weather, and if this road has failed to provide for trains being kept

apart during fog, or if it has failed to properly warn as to speed at such times, the writer is of the opinion that the accident is due to faulty rules, rather than to negligence on the part of the train crews.

There is no rule in the Standard Code which requires a train to protect itself by flag when it is moving at a consistent rate of speed.

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ELMIRA, N. Y., Dec. 4, 1915.

**EDITOR TRAIN RULES DEPARTMENT:**  
The regular meeting point for No. 3 and No. 4 is H. An order is issued directing No. 3 to meet No. 4 at G. But when No. 3 arrives at G it finds that it has time to make H and clear No. 4. Has it the right to go there?

H. G. R.

A. Right is superior to class and direction and it follows that train orders supersede time-table authority with which they conflict; therefore, a train order having been issued directing No. 3 to meet No. 4 at G, such train order would supersede or destroy the authority of No. 3 to proceed beyond the point fixed by the order. It is also a fact that the explanation to a meet order states that the trains will run with respect to each other to designated point and there meet in the manner provided for in the rules; this statement makes it necessary that the trains actually meet at the point designated in the train order.

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PATTON, PA., Sept. 9, 1915.

**EDITOR TRAIN RULES DEPARTMENT:**  
The last paragraph of Rule 94 reads in part, "When a train unable to proceed against the right or schedule of an opposing train is overtaken between train order stations by an inferior train or a train of the same class, etc." Please advise how a train overtaken by a superior train would be governed.

DIV. 635.

A. The last paragraph of Rule 94 does not apply to a case in which a superior train overtakes an inferior train; if it did, passenger trains would meet with much delay because of overtaking inferior trains at blind sidings and waiting for the inferior train to precede them. A special rule does not apply to any case except those which are indicated by the rule.

## Headlight and Bell Ringer Rules Argued Before Interstate Commerce Commission

On December 4, 1915, the rules recommended by the Chief Inspector of Locomotives, requiring high power headlights and automatic bell ringers, were argued before the Interstate Commerce Commission. Certain railroad companies had vigorously opposed the approval of the provision in the code relating to headlights on road locomotives.

Hearings had been held before the Commission and briefs filed by the counsel for the companies and by Grand Chief Engineer W. S. Stone and President W. S. Carter, on behalf of the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen & Enginemen. Carriers had 30 days in which to file their main brief and thereafter the employees had 15 days in which to file a reply brief, followed by a reply brief by the carriers for which they were allowed 10 days. The carriers' main brief covered 81 printed pages, the employees' reply brief 75 printed pages, and the carriers' reply brief 46 printed pages. After the hearing reported in the former issue of the publications, the International Acetylene Association asked for permission to intervene in the case, and on being permitted to do so filed a short brief opposing the rule recommended by the Chief Inspector and which had been strongly endorsed by the organizations of employees.

Grand Chief Stone and President Carter made the argument on behalf of the employees at the hearing and the Chief Inspector, Brother Frank McManamy, read a carefully prepared statement defending the high power headlight as a safety device, and setting forth the reasons for recommending Rules 18, 29 and 31. C. C. Paulding, Solicitor of the New York Central, and Stacy B. Lloyd, Assistant General Counsel of the Pennsylvania Railroad, made the argument on behalf of the objecting carriers. Mr. Oscar F. Ostby, Chairman of the Legislative Committee of the International Acetylene Association, appeared for that body and opposed the rule.

The principal objection to the rule comes

from certain Eastern lines which claim that the high power headlight, while being suitable and safe in certain sections of the country and on other roads, would be a dangerous appliance on their particular lines on account of heavy traffic, multiple tracks, and automatic signal systems. The companies relied mainly upon this line of argument and drew comparisons between the Pennsylvania, Erie and New York Central lines, and Western and Southern roads which now use the modern headlights.

In referring to this argument, Chief Inspector McManamy said in part:

"If the density of traffic makes it dangerous to use headlights of the intensity required by Rule 29, is it not strange that in the St. Louis terminal (where a check which I have had made since the hearing of the records of interlocking towers, No. 1, which controls all train movements into and out of the station, shows 1,720 train movements during each 24-hour period, 688 of which are made during the hours when headlights are required), accidents are not constantly occurring?

"In no instance have the carriers shown traffic density of more than 600 trains in 24 hours. This is due to the fact that in the large Eastern cities referred to, union stations do not exist, each road operating its own terminal, while at the St. Louis terminal all passenger trains entering St. Louis use the union station. The St. Louis terminal locomotives, which handle most of these trains, are all equipped with electric headlights, and the other locomotives which were operating there at the time of our investigation are also equipped with electric headlights. . . .

"When boiled down, the situation at the larger terminals is simply this: They have more trains and more tracks. If meeting a train in a certain position with relation to a signal does not interfere with the proper signal indication, meeting another train in a similar position with relation to another signal will have no different effect." . . .

Grand Chief Stone made the leading argument for the employees. He reviewed at length the evidence submitted at the hearing by the locomotive engineers who had used the modern head-



lights and pointed out the lack of experience with the good lights of the officials who were called by the companies to testify against them. He also attacked the report of the committee of the Master Mechanics' Association, and the tests of the Wisconsin railroad commission, upon which the railroads relied.

He pointed out that the railroads had failed to show any number of accidents that might be attributed to the use of the high power headlights on the lines which are now equipped with them, or to show by way of comparison that the number of accidents on the lines using the modern lights was greater than the number occurring on the roads which still use the old oil lamps. He said:

"They are afraid to make or show any comparison, because they know the showing would be strongly in favor of power headlights."

In response to a question of Commissioner Hall, if the recommendation of the Chief Inspector represents the best and last thought in the effort of the employees to deal with the headlight question, Grand Chief Stone said:

"Yes, sir; and that represents the endorsement of 844 delegates at an international convention. That is their very best thought, and I want to emphasize as strongly as I may, that I am authorized to speak for 350,000 railroad men in this country, and that is what they want and that is what they have endorsed."

President Carter followed with a brief but telling argument. He declared on the basis of the statistics submitted by the companies themselves that so far as the West and South are concerned, they have already practically solved the problem of high power headlights in that they have equipped a large percentage of their railroads with this device in the interest of safety. Continuing he said:

"Now, gentlemen of the Commission, we respectfully submit that if the high power headlight is as dangerous as the carriers would here try to make you believe, the slaughter of employees and the traveling public on these Western roads would be terrible. But do they

bring any witness here from the West, on the railroads where there are already 78 per cent, or nearly 79 per cent, of the locomotives equipped with high power headlights? No; they purposely did not, and for the best of reasons, for had the officers of those roads come here they would have had to testify that the high power headlights, instead of being a menace, are actually a safe appliance."

Again upon the basis of figures submitted by the carriers, President Carter pointed out that 41.4 per cent of the total cost of equipping all locomotives not now equipped with the high power headlights, so as to come within the provisions of rule 29, will fall on five railroads, namely, the Pennsylvania, New York Central, Boston & Maine, Erie, and Central of New Jersey. He said:

"This 41.4 per cent of all the estimated expense falling on those five railroads is a matter of serious concern. It demonstrates that those five railroads have not kept up with the procession. It demonstrates that those railroads have not done as other roads have done, and partially, if not entirely, met this expense in the past. . . . But shall these five railroads and their neglect in the past prevent the rule from being placed in operation for the protection of the lives and limbs of railroad employees and the traveling public?"

On another phase of the question, President Carter said:

"When this Commission approves the rule proposed by the carriers it is in effect the abrogation of all the rules enacted by state legislatures. These carriers have not the combined strength and financial and moral influence to go into those states and secure the abrogation of those rules, those laws already enacted, but they hope to come here and under a federal statute secure their abrogation through a rule adopted by the Interstate Commerce Commission. Gentlemen, I hope that you have serious regard for that thought. It is not only put up to this Commission to adopt the rule, but to say whether they will undo what the people of so many states have already done."

The rule recommended by the chief inspector would require a headlight on road locomotives that would reveal a dark object the size of a man a distance of 1,000 feet to persons of normal vision in the cab and under normal weather conditions. The carriers recommended a formula put forth by the Master Mechanics' Association, which would permit the use of the poorest type of oil headlight now in use.

The efforts to secure the adoption of the headlight rule have occupied a great part of the time of the national legislative representatives and the legislative bureau in Washington throughout the past two years. First came the fight for the bill to extend the boiler inspection law to cover the entire locomotive and tender, which had to be put through the Senate and House of Representatives and receive the approval of the President. After this hard fight to get the bill passed, which extended for two sessions of Congress, it became necessary to defend the rules at the conference before the chief inspector. A great deal of work was required to compile in proper form the vast amount of valuable data which was submitted by the state legislative boards and road chairmen and individual members of the organizations showing the importance of the big power headlights to the men in the cabs of the locomotives and have this material ready to present to the Commission at the hearing and in the argument. In addition, the preparation of the printed briefs was a task of much importance, as it was thought unlikely the several members of the Commission would even take the time to look at the voluminous record of the hearings and would base their decision upon the matters contained in the briefs and brought to their attention at the oral argument.

On account of some matters introduced in the argument by the chief inspector, counsel for the companies requested permission to file a further brief, and it was necessary for the representatives of the employees to secure time in which to reply to what might be said by the carriers. The Commission granted the

companies 10 days and an additional 10 days to the employees. It is expected that a decision will be handed down by the Commission at an early date after the final briefs are in.

#### RAILROADS GET SHORT EXTENSION OF TIME

The Interstate Commerce Commission has handed down a decision in the matter of the application of certain railroad companies for further extension of time within which to make their freight cars conform to the standards of equipment prescribed by the Commission under the Safety Appliance acts. The matter was submitted at a hearing before the Commission Sept. 28, and the order was issued by the Commission November 2, 1915.

The chief executives of the four Brotherhoods made strong protest on behalf of the employees against any extension of time, on the ground that the companies had already had ample time in which to meet the standards and that their failure to do so should not now be used as an excuse for further leniency. The carriers asked for two years, and in handing down their decision the Commission allowed them a period of twelve months from July 1, 1916. The plea of the railroads was that they had acted in good faith and made an earnest effort to comply with the Commission's requirements, but because of the financial and, to a certain extent, the physical difficulties involved, they would not be able to fully meet the requirements within the prescribed time, and therefore should be given an extension.

It was estimated that out of a total of 2,025,254 cars in service on July 1, 1911, on roads having a total mileage of about 232,000 miles, 1,669,064 cars, or about 82 per cent, will be either equipped in accordance with the former order of the Commission or removed from the service by July 1, 1916, leaving about 356,000 cars still unequipped on that date. The Commission found that as a whole there has been a gradual increase in the number of cars equipped during each successive year since 1911, and that the greatest number of cars was equipped in 1914 and 1915.

The decision of the Commission takes into consideration the fact that some time was consumed in making the necessary preparations and preliminary plans for an undertaking of such magnitude as bringing the equipment of all cars up to the standard, which involved, it was said, an expenditure of about \$45,000,000.

It was pointed out at the hearing and in the decision of the Commission that a number of roads, including the Atchison, Topeka & Santa Fe and the Chicago Great Western, will not require any extension so far as their own equipment is concerned, but that they are interested to a certain extent because of the fact that the statute penalizes the carrier using an unequipped car, and they would be liable for interchange cars used on their lines which were not equipped according to the law. It was also asserted that unless a further extension was granted, over a third of a million freight cars would have to be withdrawn from service until they could be equipped, and that this would result in a congestion on storage and repair tracks and in hardship and inconvenience to the shipping public as well as to the railroads.

The Commission was not convinced upon the showing made that many of those roads which will still have a large percentage of unequipped cars on July 1, 1916, could not, by the exercise of somewhat more diligent effort and without undue hardship, have made considerably greater progress.

In summing up the reasons against the requested extension, the Commission, in their decision, said:

"Another and most important consideration which must be borne in mind is that the purpose of the Congress in enacting this statute was the conservation of human life and limb. While we can not entirely ignore the necessities of the carriers, yet, when we consider that any extension, however short, may result in the death or injury of an employee by reason of the fact that a safety appliance is insecurely applied, or is missing or beyond his reach owing to lack of uniformity in equipment, it is manifest that too great weight should not be given to arguments of hardship and inconvenience to

the exclusion of the interests of the employees and of the public."

Legislative Committee,

H. E. WILLS, Asst. G. C. E.

P. J. McNAMARA,

V.-P. B. of L. F. & E.

W. M. CLARK, V.-P. O. R. C.

VAL FITZPATRICK, V.-P. B. of R. T.

### To Correct Unsafe Practices

BY SUPT. D. F. SCHAFF, BIG FOUR RY.

I will confine my study to the unsafe practices of employees resulting in accidents.

To this end we must study statistics. There are three kinds of lies — lies, dam lies, and statistics.

While statistics may be in more or less disrepute, they are the record of what *has been* and are the only available basis for the prophecy of what is to be. Statistics are the foundation of the insurance business, without which no insurance company could succeed; either it would swamp itself with unexpected losses or put itself out of business by excessive rates.

The insurance actuary can prophesy with close approximation of accuracy just how many of his insured of a certain age will die today — how many will die of certain diseases, etc., and were it not for the efforts being made to improve health conditions, that law of probabilities would change only for the worse. So we can, with propriety, study accident statistics in the light we have, keeping in mind the inadequacy of the statistics and the fallibility of the student.

I have summarized the accident statistics available for twenty-three months with the results shown in the following paragraphs.

It is to be regretted that there is not a separation of shop accidents from road accidents, because they are so distinctly different in their characteristics and have so little in common. It is also true that today an increasing number of small or trivial accidents are being reported and tabulated which distort the statistics. We are also at a disadvantage in not having all the facts in each case, nor did we analyze these cases or determine

what prime cause was or where the responsibility lay, but in the best light that we have, let us study these figures. I will refer by the word "system" to the New York Central & Hudson River Railroad, east of Buffalo.

There were 246 fatalities on the system in the twenty-three months—more than ten each month. Of these 205, or 83 per cent, were directly due to the fault of the injured man, to the fault of some fellow employee, or to the fault of some third person. In other words, 205 out of 246 deaths were the result of someone's carelessness.

Studying the causes which personal fault largely affects—115 of the 246 were killed by being struck by engine or cars; 22 were killed in collisions; 15 were killed in coupling or uncoupling, or otherwise working between cars; 23 were killed by falling; and of these 18 were killed by falling from standing engines; 10 were killed by coming in contact with overhead or side obstructions and cars on adjacent tracks; nine were killed from causes not otherwise specified, and eight were killed while crossing over or under trains.

On the Mohawk Division during the same period there was a fatality list of 43, almost two per month, of which 29, or 68 per cent, were due to the fault of someone. Of these, 21 were struck by engines or cars; four in collisions; five by falling from standing engines; two working between cars. You will notice right here that the sum of these exceeds the number given above as being caused by the fault of someone, so that the difference must have been considered by the tabulator as being perhaps unavoidable.

It is clearly evident, therefore, what are the principal and great causes for the loss of life on the Mohawk Division. We may well ask ourselves the question—What can we do to prevent the bad practices of employees which result in collisions? No one ever deliberately or willfully causes a collision, and they usually occur by reason of forgetfulness on the part of one or more employees coupled with perhaps ignorance, inexperience, or the lack of innate railroad

common sense which prevents some men from ever becoming good railroad men. It is possible that some employees might, by the exercise of rare discretion, keen observation, and an apparently brilliant grasp of the situation, be able to act in time to prevent a collision, but these occasions are rare. The only safe method to pursue is for every employee to be well versed in the rules, to train his mind to carefully analyze every situation before he makes a decided move from which there is no retreat, and a concentration upon his business that cannot be diverted. Where the movement requires the joint action of two or more employees, there should be no thin-skinned sentiment about taking such steps as may be necessary to insure a thorough understanding by all concerned of what is to be done, and when and how. It will, therefore, be seen that the prevention of collisions is something that depends upon the individual, and the railroad official can only help in this situation as he is vigilant, and in knowing that his employees understand the rules and are faithful and intelligent in their execution.

What can be done to prevent employees from being killed by engines or cars? Familiarity breeds contempt, and our daily and hourly acquaintance with moving trains and force of habit has brought many of us to hardly realize the danger to which we are daily and hourly exposed in our ordinary occupations, and we step in and out of the way of danger with indifference and apparent inattention which looks like bravado, but which is mere habit. Here again it rests upon the individual largely to look out for his own safety. "Eternal vigilance is the price of safety," and we must school ourselves and those with whom we come in contact as to the dangers of close proximity to moving trains, and the precautions that should be taken by every man for his own safety, and for the safety of others in such cases. There are not words enough in the dictionary to form rules enough to cover every possible combination of circumstances that might result in an accident to a man from a moving train, and the very fact of motion carries with it the possibility of accident.

What can be done to prevent accidents while working between cars, coupling or uncoupling? Of the 15 accidents on the system, six occurred while working between cars and six while opening the knuckle. Whether the former were being repaired or whether the men were working between the cars in the ordinary operation of the trains the records do not disclose. The Mohawk division had one fatality from each cause. Only recently I saw a switchman carelessly attempt to couple a switch engine to a passenger car standing on a curve where he knew there might be difficulty in making the coupling. The first effort was unsuccessful and he moved the engine back a few feet, adjusted the knuckles and made a second attempt, and just as the cars came together he kicked the coupler on the engine with his foot. Again the coupling failed to make. Fortunately no accident resulted. He then dragged the car out on to the straight track by the chain. The situation was such that no one could have warned him before the act, nor, because of the spectators present, was it tactful to warn him immediately after the act; but he was warned, and I hope will never commit the offense again, but he is too old a dog to learn new tricks or to break himself of this old one.

Of the 18 men who were killed on the system by falling from standing engines, five were on the Mohawk division. What more can we say to men who work on or about engines as to the necessity for care in moving around on them while standing or moving? Necessarily the quarters are restricted and the footing is at best insecure. We might not wonder if the accident had happened by men falling from the engine while it was moving, but apparently we can do no more than quote the Biblical phrase: "Let him that thinketh he standeth take heed lest he fall."

It should be a subject of grave concern to every employee on the Mohawk division to realize that one-sixth of all the fatalities occurring on the system were right here between Albany and Syracuse, and he should highly resolve to so perfect himself in his business, and to so conduct himself with respect to his own safety and to the safety of his fellow em-

ployees, that this record shall be greatly improved.

#### INJURIES

When we come to study the injuries we find a somewhat different situation. Of the 17,484 injuries on the system, 8,554, or 49 per cent, were due to the fault of someone, and of the 3,675 on the Mohawk division, 1,449, or 40 per cent, were due to the fault of someone. Nevertheless, one-fifth of all the injuries in the 23 months occurred on the Mohawk division. Are you proud of that record?

Analyzing the causes of the injuries on the system, there were 3,797 handling traffic material; 2,621 using tools and jacks; 1,354 repairing cars or engines; 966 hit by missiles of some kind; 739 falling; 359 in collisions; 274 working between cars or coupling and uncoupling something; 517 getting on or off cars moving or standing; 851 handling rails and ties; 488 struck by moving cars or engines, obstructions, etc. These are the large items; the table will give you greater details and a list of other causes; 1,966 were included in classification 88—not otherwise specified. It is to be regretted that these were not classified in some way. It is too large a proportion of the total and about which we should know more in detail as to the cause.

Of the 3,675 injuries on the Mohawk division, 604 were handling traffic material, 570 while using tools and jacks, 381 hit by missiles, principally steel from tools, 338 while repairing cars or engines, 118 by falling, 56 in collisions, 39 working between cars, coupling or uncoupling, 195 handling rails and ties, 93 getting on or off moving or standing cars. Item 88 shows 478—not otherwise specified—which it would be profitable to know more about. Many accidents occur through laziness, through taking the lazy way—the short cut—forgetting that the short cut is often the long journey.

There is not one cause of injury given in this list which is not largely due to a personal fault of the injured man, or of someone working with him or near him. There is no greater panacea than eternal vigilance, coupled with devotion to duty, and a pride in effort and accomplishment which should actuate every loyal employee.

What are the best methods? One of the most essential and fundamental is, to place in the hands of every man, at least monthly, a brief statement of every accident that has happened, omitting names and places, but describing the accident and the cause, and point out the fault frankly and clearly. The Delaware, Lackawanna & Western Railroad Company has had its safety movement under way since 1912, and I have here 10 bulletins which it has published which contain very much of very great value, but none of the information given is more valuable than the classified statement of accidents that have happened, showing what ought and ought not to have been done; but we are not all fond of reading, and we do not all understand what we read, so that those of us who are ready of speech should be called upon to talk to those who are willing to listen and give them the instructions and information that are contained in our published data; then there are those who can neither read nor patiently listen, but who are attracted by a picture. We have seen some of this, and while we realize that they are photographs of mere acting, in many cases, we also know that they are true to life and convey a lesson if we are willing to accept it.

When Superintendent Murray, of the Queen & Crescent Railroad, many years ago first inaugurated the use of the stereopticon picture to educate his men in the use of signals, I suggested to him that it would be profitable to put on the screen some pictures showing inaccurate signal indications as a test of alertness of his audience to detect the error. What action he took on the suggestion I cannot say, but I believe the educational value of that method would be very great and would be useful if applied to the safety problem. Throw a picture on the screen of some situation and ask the audience what is wrong, and time them with a stop-watch to see how long it will take before the right answer is obtained. We become so hardened and accustomed to the things we see every day that we do not realize the element of danger and consequently do nothing to improve the situation.

In one of the bulletins of the D., L.

& W. Company, an accident is recorded of a switchman who, while working around an ash pit, fell into the pit and was drowned. I believe we would not be justified, on account of this accident, in placing life preservers around our ash pits or converting our gondola cars into life boats. I use this illustration to impress upon you that in our committee work, not only here, but as individuals, we have been devoting too large a proportion of our time to looking out for and to reporting conditions and practices that are responsible for but a very small proportion of actual accidents, either injuries or fatalities. We are warranted in being guided by the theory of possibilities, whether we fully understand it or not, and we should be more alert to discover acts on the part of individuals that have been causing the large number of accidents as given in this statement, and active in our efforts to acquaint our fellow employees with the causes which are most likely to kill or injure them, and to warn them against a bad practice.

I know it is a hard thing to do to speak to other men about things which you think are unsafe. I know men are actuated by a feeling of resentment at your warning. I think the fact that you are a member of the safety committee gives you a certain amount of authority that the men ought to respect. We owe it to him, to his fellow employees, and possibly to ourselves. If he does not heed the first warning it will be only a short time before he changes his habits or place of occupation. In our department, I have taken this attitude toward a man who is at fault for accidents. I have asked him to explain why he should take chances. In other words, I have tried to lay the responsibility on his own doorstep and have him father the child. I believe that the men are beginning to feel for their own safety greater regard than is realized.

Of course, the railroad company might set a watch for the fellow who indulges in willful bad practices, but he is seen ordinarily by some employee, and a word from one of them to him, calling attention to his acts, would perhaps do more good than all the discipline a railroad offi-

cer might apply. Even though you receive some remark of resentment, you can feel satisfied that you have made him realize what he was doing, and at least have the satisfaction of having done your part. In our department we get out a monthly bulletin of accidents which is prepared as near the close of the month as possible, from the reports that were sent in, and make our own analysis of these as to causes and responsibility, and a sample of it is attached, and a copy is sent to each supervisor and foreman. You will note that the report is classified, first as to the occupation, such as foremen, laborers, bridgemen, masons, etc. It is next classified by responsibility, and as to whether the accidents are minor, serious or fatal. They are next classified by causes, and as to whether they are minor, serious or fatal.

No names are given, nor places, nor dates, so that the information can be spread broadly to good advantage. It will be entirely possible for other departments to do the same thing, and I believe the time employed in so doing would be well spent.

To recapitulate: Then let us educate the ignorant, stimulate the lazy, warn the thoughtless, discipline the willful and careless, and dismiss from the service those who are flagrantly incompetent. Advertise frequently for the benefit of all, in as many ways as possible, the causes which are responsible for the greatest number of accidents, and be eternally vigilant for our own safety and the safety of others.

(Published by request of Bro. J. S. McGibben, Div. 492.)

### From Committee on Industrial Relations

Frank P. Walsh, Chairman of the Committee on Industrial Relations, Dec. 12, sent the following letter to each member of the Executive Committee of the National Americanization Committee, recently organized in New York at the home of Mrs. Vincent Astor. Mr. Walsh is in Washington to attend the first formal meeting of the Committee.

Those to whom letters were sent are Frank Trumbull, Chairman of the Execu-

tive Committee, who is also Chairman of the Board of Directors of the Chesapeake & Ohio Railway; Mrs. Vincent Astor, Mrs. Cornelius Vanderbilt, Percy R. Pyne II, Felix M. Warburg, Wm. Fellows Morgan, and Miss Frances A. Kellor, of New York; Mrs. Edward T. Stotesbury, of Philadelphia; William Sproule, of San Francisco, President of the Southern Pacific Railroad Company; and Peter Roberts, Secretary of the International Committee of the Y. M. C. A. The letter follows:

DEAR SIR: As an agency for the advancement of the interests of wage-earners, the Committee on Industrial Relations has noted with interest the activities of the National Americanization Committee, and on behalf of the Committee I desire to express its satisfaction that through your organization attention is being directed to the needs of newly arrived immigrants.

Many large industries on which the economic life of our country is based are now manned almost entirely by immigrant workmen, and to a large extent the record of industrial injustice and of exploitation of the workers is the record of industrial exploitation of the immigrants.

This Committee springs from organized labor and bases its existence on the labor movement. It is pledged to aid in the task of democratizing industry by carrying American standards as to the relation of free men one to another into the work shop, the railroads, the construction camp, the store, and the mine. Your organization can cooperate in this endeavor, and indeed must do so if you are to succeed in that Americanization which the name of your society demands.

Therefore, on behalf of this Committee I wish to call your attention to the course which must undoubtedly be considered the first step needful in the accomplishment of your purposes. This is to use every agency of publicity and persuasion at your command in a campaign, first to impress upon newly arrived immigrants the advantages of at once joining existing labor unions, or, where unions do not exist, of forming unions of their own and affiliating with the national organizations; and, second,

to help to remove existing obstacles to organization in our great basic industries and all others, by insisting upon the maintenance of free speech, free press and the right of assembly, and by using your great influence in every way to encourage the unionization of the immigrant workers.

I need not point out to you the great value of the labor union as an Americanizing influence. Leading economists and sociologists have done that so often that the success of the unions as agencies of Americanization is an accepted fact. No other agency can compare with them in instilling into immigrants the spirit of America and developing in them the capacity for self-government.

The superior value of the American trade union as an Americanizing agency is eloquently stated in testimony given before the United States Commission on Industrial Relations, by Francis S. Peabody, of Chicago, an operator in the bituminous coal fields of the Middle West who operates on a very large scale. Note the following excerpt from his testimony:

'They (the miners) are no longer beasts, as many of those miners were, but they are becoming intelligent, argumentative, distinct human beings.

Q. Has not that been brought about largely through the increased leisure that affords them opportunity for cultivating their minds?

A. I think that is very largely so.

Q. The development of their work in the unions?

A. Yes. These debating societies, and the unions are debating societies.

Q. I judge from what you said about the improvement of the miners, do you ascribe any of that to the existence of the organization and the existence of the agreement that the organization has brought about? Have their moral standards improved, and their living standards improved?

A. I think it has had a great deal to do with the improvement, their officers, and talks and teachings of their officers, the fact that they were getting better wages, everything has added to that. I have been in unorganized, non-union villages

where the standard seems to be lower than the same class of men that I find in our districts, union districts."

It will be of interest and gratification to you to know that Mr. Peabody is here testifying to the magnificent work done by the United Mine Workers of America, long under the leadership of Mr. John Mitchell, one of your board of directors.

Nor is it necessary to point out the un-American and dangerous subservency, amounting to serfdom, that exists in immigrant industrial populations employed by the great corporations that deny their employees the right to organize. As an Americanization Committee you will of course agree that no amount of welfare work, by which favors are handed down from above, can remove the menace to American institutions that lies in industrial populations that are economically subservient and that must depend for their well-being upon the generous exercise of arbitrary power by a superior class.

I have noted that your Committee has not hesitated to encourage the work of educating immigrants as carried on in Detroit through the instrumentality of the employers, and that you are giving wide distribution to literature setting forth the Detroit plan, under which large employers have in some cases threatened their men with discharge for failure to attend night schools, thus using the control of the opportunity to work to control the movements of their employees after they leave the shop. Without here commenting upon this appalling evidence of the extent to which arbitrary power lies with the employer, in utter contravention of American principles, I wish to cite your use of this agency for reaching the immigrant merely to point out that it establishes a precedent for the use by you of that other far more valuable agency—the American labor union.

No other America institution so embodies the soul of America, the spirit of democracy. By a ringing endorsement of the labor union as the best Americanizing agency available, your Committee can mitigate the unfortunate impression that has been created by your use of and tacit acquiescence in the Detroit plan—a



plan based on an industrial regime that is obnoxious to free Americans.

I accordingly request on behalf of this Committee, that at your next meeting, which I learn from the press is to be held in connection with a dinner at the home of Mrs. Edward T. Statesbury in Philadelphia early in January, your Board of Directors adopt resolutions providing for the inclusion in all literature and posters published by you of a strong appeal to the immigrant to join or form labor unions, and you pledge yourselves to aid in removing obstacles to such organization and to encourage and foster it by every means at your disposal.

This Committee will appreciate an acknowledgment of the receipt of this communication and an assurance that the matter will be brought to the attention of your Board of Directors at its next meeting.

Yours respectfully,

FRANK P. WALSH, Chairman.

### Appeal of American Federation of Labor

The plight in which the hatters of Danbury, Conn., find themselves arouses the concern and the sympathy of all the workers as well as of all liberty-loving citizens of America. The Danbury hatters have performed a service of historic importance in the struggle for industrial freedom.

Efforts of employers in America to keep their workers in subjection have been particularly heartless and unrelenting. They have used all their power and influence, economic, political, and particularly the courts. The legal theory that has enabled the employers through the courts to restrict the industrial freedom of their employees was based upon a concept that labor power was a commodity and that employers possessed rights derived from a kind of ownership of the labor power of their employees and "vested rights" derived from the right to do business. This principle was the basis for flagrant abuse of the injunctive writ and for interpretation of antitrust law to apply to voluntary organizations of workers associated for the establishment of better conditions of work and for the maintenance of their personal rights and freedom.

When this abuse of the injunctive process and perversions of trust laws became so frequent and so dangerous as to menace the very existence of organizations of workers, the organized labor movement sought for cases pending in the courts that could be used as test cases to establish clearly through a decision from the highest court of the land whether there was judicial sanction for this principle which classified labor power as a commodity and which had been used to restrict efforts of workers to better conditions of life and work.

Organized labor could not, of course, begin to institute such cases. We had to wait until the cases were brought against our movement and select those which presented the fundamental principles involved.

Two cases were found illustrative of most flagrant injustice. They were the contempt cases against Messrs. Gompers, Mitchell and Morrison, and the suit that the so-called "Anti-Boycott Association" through D. E. Loewe & Company brought against the hatters of Danbury, under the provisions of the Sherman Antitrust law.

During the early period of the case before the courts, the United Hatters of North America bore all the legal expenses involved. Then the membership of the entire organization throughout the country was involved in a great strike in which every available dollar of the organization was expended, and expended with victory resulting. It was during the time when the United Hatters of North America was in financial embarrassment that the American Federation of Labor was appealed to, and the A. F. of L. then assumed the financial obligation of meeting every expense of the case before the courts, involving the amount of \$98,756.02.

Twice the case was before the Supreme Court of the United States: In 1908, on a writ of certiorari, the Supreme Court held that Sections 1, 3 and 7 of the Sherman Antitrust Act, were applicable to the case and to all organizations of wage-earners organized not for profit but for the securement of higher wages, a shorter workday and better working

conditions, that is for human welfare; and again, when the case came before the court upon the appeal from the decision of the Federal District Court, on January 5, 1915, when the Supreme Court of the United States rendered a final decision upon this case which had been pending in the federal courts for more than eleven years.

That decision reaffirmed the legal fiction that human beings, wage-earners, could be legally classified in the same category with commodities, control over which was to be regulated by the Sherman Antitrust Act. Under this decision, the Sherman Antitrust law, which was intended for the protection of the citizens of the United States, could be utilized as an instrumentality for depriving them of their rights as free men and women and for denying them control over their own labor power, a control inseparable from their personalities and from their living bodies. Should such a decision prevail, they could not maintain their freedom as workers or as citizens.

However, in the course of this case, legal opinions were given which established clearly the judicial attitude toward organizations of workers and the legal rights of workers. These decisions established the basis necessary for demanding and securing remedial legislation, which should remove human beings from the purview of trust laws and for changes in injunction procedure, so as to insure to the workers their rights as free men and women and to differentiate clearly between human rights and rights derived from the ownership of property.

Before the final decision of the Supreme Court was handed down in the hatters' case, there was enacted into law the labor provisions of the Clayton Antitrust Act, which declare—

That the labor power of a human being is not a commodity or article of commerce.

In addition to declaring formally the difference between labor power and articles and commodities to which trust laws properly apply, the Clayton Act limits and regulates the uses of injunctions and forbids their use for purposes against which the workers had so long and so justly complained. Thus the

hatters' case has been of incalculable service to all of the wage-earners of the country, establishing their rights and securing opportunities necessary for their protection and the continued betterment of industrial relations.

But as a result of the last decision of the Supreme Court, many of the hatters of Danbury, Conn., find themselves in dire distress, for, in addition to deciding the principle against which they contended, the court also reaffirmed the award of damages against them. The award was for threefold damages and interest accruing on that amount and costs, amounting in all to something over \$300,000.

During the early history of the case, the bank deposits and the homes of these members of the Danbury Hatters' Union were attached to insure payment of any award that the court might fix. During the more than 11 years that the case had been pending, some of the members of this union have died. The survivors were always and are now under the burden of imminent loss of their little savings and their homes, and suffered in mind and in body, and so have their dear ones and those dependent upon them.

It must be understood also that the suit was brought against members of the Hatters' Union who had reached ripe old ages, ages ranging from 60 to 80 years. They were selected by Loewe simply because they had some little savings, some ownership in their modest homes. Because of their ages and enforced indigent condition, made indigent by the attachment, every device was planned that their condition might be relieved.

It is a matter of common information that the framers of the Sherman Antitrust Act did not intend that law to apply to the normal activities of wage-workers. This fact augmented the injustice of the decision against the Danbury hatters and the award of threefold damages and interest thereon. The Danbury hatters were the innocent victims of the Government, due either to the fact that the Congress of the United States had not been able to write plainly into law its intentions, or to the fact that the judiciary had misinterpreted the law enacted by

Congress. Whether the fault lay with Congress, or with the judiciary, the consequences of the fault ought not to fall upon the Danbury hatters. The contentions of organized labor in this matter were manifestly strengthened by the action of Congress in enacting the labor sections of the Clayton Act. Therefore, the hatters presented to Congress a petition asking for a special appropriation for the payment of this award that thereby the Government should assume the consequences of the mistake, made either by Congress or by the judiciary.

The representatives of the A. F. of L. and of the hatters' organization, and members of the Danbury Hatters' Union, appeared before the House Appropriation Committee in behalf of this petition. However, the committee failed to report the appropriation to the House.

The Executive Council of the A. F. of L. realizing the awful plight in which these aged Danbury hatters were thus placed, reported these matters to the San Francisco Convention. The convention authorized and instructed the Executive Council to send out a notice and an appeal—which is hereby made—to all international and national unions, to all local unions, and to state, county and city central bodies, urging all members of organized labor to contribute their earnings for the second hour of any shift worked on Thursday, January 27, 1916, to the relief of their fellow-workers—the aged Danbury hatters. That date was selected as particularly appropriate, because it is the birthday of the president of the American Federation of Labor, who has given a lifetime of devotion to the cause of labor and humanity.

The Danbury hatters did not falter in that which they did for the benefit of all organized labor and for all the workers of the country. They did their duty; they made the test, and upon them has fallen the consequences of the injustice of the then existing conditions. All other workers participate in the benefits which have grown out of their struggle, and it is but just that they should also help to relieve the victims. If the Danbury hatters or the hatters' organization were left to bear the full weight of the

burden, it will mean to them great suffering and great hardship. Every member of organized labor is urged to do his duty in this matter and to bear his share in the common struggle to establish industrial justice.

Members of local unions should pay their contributions to their local secretaries, who should send the sum total collected to the Secretary of the A. F. of L., who will receipt for the same and promptly forward it to Mr. Martin Lawlor, Secretary, United Hatters of North America, who will use the money for the exclusive purpose of relieving the hatters who were made the victims of the greed and rapacity of the so-called "Anti-Boycott Association" and Loewe, the Danbury hat manufacturer. Mr. Lawlor will publish a complete list of all contributions received and the payments made and to whom paid.

In order to perform our whole duty and to manifest our entire appreciation and sympathy with the hatters of Danbury in their plight, it is particularly fitting that special meetings of central bodies and local unions should be held before, upon or approximately near to January 27, 1916, that local unions and central bodies impress upon the members of organized labor their duty to—

Contribute the wages of an hour's labor, the second hour of the workday or shift of January 27, 1916.

That the contribution of that hour's wages be made promptly and that the same be transmitted to Frank Morrison, Secretary of the A. F. of L., Ouray Building, Washington, D. C.

Meetings for the purposes indicated might be held with fitting exercises to help bind the organized toilers of America more closely together with bonds of fraternity, sympathy and mutual helpfulness, and a greater determination to struggle unitedly on for the dawn of a better day among the toilers of America.

Men and women of labor, give an hour—an hour of your labor—in a most righteous cause. Fraternal yours,

SAM'L GOMPERS, President.

Attest: FRANK MORRISON, Secretary.

Executive Council, American Federation of Labor.

# THE JOURNAL

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JANUARY, 1916

## The New Year—1916

Doubtless the greater number of our members will watch the old year out, say "Goodby, old year," and welcome the new, hoping it may bring with it lasting health, wealth and happiness; and while some will, no doubt, revert to 1915 with regret because of circumstances over which they had no control, or at some lost opportunity, or duty unperformed, yet the great majority will welcome the new year with a feeling that there is reason to believe that it will be more prolific of good, at least to those who work, than the year just closed, with its lack of opportunity for thousands of willing hands, with nothing to set them to—a reflex of the dire results of foreign wars changing the current of commerce. And though the cause of the war should be indicated with \$ marks, money is always a coward, and, running to cover here in our country of peace and plenty, diminished the cir-

culating medium of business until the great majority of business men were pinched, or hesitating, and so thousands of men who want labor are waiting for a return of confidence—the thing needed here with our peace and plenty—to make business move, and with it work for all.

There is an unhealthy stock jobbing movement that may look like a return of prosperous times, but it is a series of speculations upon the necessities of the European struggle. Fortunes have been made, and in the end fortunes will be lost in the same process, and in the meantime laboring men will be contributing in diverse ways to increased cost of government in its various special taxes, which the consumers always pay in the end; and in the cost of living it touches their heat, and their light, their food, their clothes, and even their overclothes, if they are made of *blue cloth*—the fixed blue being a German dye, and its scarcity will compel the makers to advance the price; and you who wear them must pay the additional cost, as the consumers do in all things. The maker of a commodity adds a fixed profit above the cost, and whoever buys and sells does the same thing, and the consumer pays the bill. The only class that cannot do this is the laborer who makes the commodity. As an individual it is useless for him to add additional cost of his keep; he must syndicate that proposition and put it in a concrete form so he can have it presented in the aggregate, and there must be little, if any, of the laborers left out of the syndicate, or that little will interfere materially with your negotiations for an increase in wage to offset the increased cost in maintaining yourself, while you are rendering service for the man or firm who always adds everything to cost and does not forget the fact that overhead charges involve large salaries for management, aside from capital invested, and if organized labor expects to keep pace with increased cost of living, the organizations must get as near as possible to covering the field of supply of labor and, uniting their interests, be in a condition to ask for wages commensurate with increased cost of living, and a just compensation for service rendered.

The need for every locomotive engineer becoming, and remaining, a member of the B. of L. E. ought to be obvious to every locomotive engineer. Impotent as individuals, collectively we may ask a just compensation with the increased cost of living added, just as commercial factors do, and among our resolves for 1916 we will do well to resolve that the interests of all engineers are common, and to get in line and stay there, so that all members may get that which justice demands for their calling, something that cannot be obtained without organization.

Members of the B. of L. E. are as loyal to country as any other class, and as ready and willing to contribute to added cost of conducting the Government, and are actuated by as high notions of patriotism, but they do not want to stand an unfair share of the increased cost of living, and not being in a position to individually mark up what they have to sell to meet increased cost, we want to see the unit of interest principle, our only means of meeting the needs, recognized by all factors. Organize, and loyally support efforts to secure common justice, and if we do this we will have performed our duty in an effort to make the year 1916 prolific of good to our common cause as locomotive engineers.

### Chief Boiler Inspector's Report

The Chief Inspector of Locomotive Boilers is sending a copy of his annual report for the fiscal year ended June 30, 1915, to each local organization of the B. of L. E. and B. of L. F. & E.

The report gives evidence of further beneficent results of the Boiler Inspection Law and its efficient administration, showing that the number of men killed by defective boilers and locomotive equipment has decreased from 91 in 1912 to 13 in 1915. It is sure to create a feeling of satisfaction and gratification in the breast of every member, and is worthy of a careful reading.

A limited number of copies are available and can be obtained from the National Legislative and Information Bureau, 101 B Street S. E., Washington, D. C., upon request.

### Books Received

"Locomotive Engine Running and Management," by Angus Sinclair, D. E. Twenty-third edition, re-written. How to manage locomotives in running different kinds of trains with economy; gives plain description of valve gears, injectors, brakes, lubricators, and other locomotive attachments, and a complete catechism on the Mallet Compound Locomotive. It is a standard work, and the author is a practical locomotive engineer, editor *Locomotive Engineering*, and a member of the B. of L. E. Published by John Wiley & Sons, New York. Price, \$2.00.

"The Model T Ford Automobile," by Victor W. Page. Written specially for Ford drivers and owners, in which the construction is fully treated, and operating principles made clear. Price, \$1.00; also "The Modern Gasoline Automobile," by the same author. Price, \$2.50. The Norman W. Hurley Publishing Co., 127 Nassau street, New York.

### LINKS

THE Southeastern Union Meeting Association will hold its next regular meeting in Richmond, Va., in 1916, and we want the readers of the JOURNAL to know of it and begin to plan to attend. We are going to make an especial effort to have this the best meeting that we have ever held. Richmond is the historic city of the Old South, as it is so often called, and is within easy reach of the most attractive portion of the United States.

Committees are already at work upon the preliminary plans for the meeting and will shortly announce the exact date. It might be of interest to those who have attended our meetings in the past to know that our dates, as well as the other details, are given especial attention. It will be selected when there is as little conflict with other events as possible, and when the weather is ideal. We want it to be a joyous trip to everyone that comes. The city has been selected after careful canvass of the various Southern cities and we think it the best place for the meeting; ample hotels, halls, a strong energetic membership in

the Brotherhood and the Auxiliary. It is time now to begin planning to be there.

T. J. HOSKINS,  
Chairman Southeastern Association.

DIVISION 807, Norfolk, Va., is highly gratified to announce the selection of Bro. G. G. Bickford for trainmaster, Virginia Railroad, first and second divisions; promotion effective October 1.

Brother Bickford was made an engineer on the New York Central Lines, and came to us nine years ago from the Seaboard Air Line. We are pleased with the selection, and Brother Bickford will have the undivided support of the men in the ranks.

Fraternally yours,

L. B. MURRAY, Div. 807.

DALHART, TEXAS, DIV. 592 is taking a great deal of pride in announcing the fact that Bro. V. J. Hawkins, our late Secretary-Treasurer, has been appointed to the position of air brake instructor for the second and third districts, in charge of air brake car No. 1801.

Brother Hawkins has grown up in the employ of the Rock Island road, having been promoted on this territory, and has been a very successful engineer for a number of years. He is a comparatively young man, and we predict better things in store for him, and commend the Rock Island road for their foresight in picking men like Brother Hawkins for the official staff.

Yours fraternally,

H. V. PAYNE, Div. 592, Acting Sec.-Treas.

It is with pleasure that we have just learned of the appointment, effective Dec. 1, 1915, of Bro. John A. McFerran, member of Div. No. 156, as master mechanic of the L. & N. R. R., with headquarters at Covington, Ky. The writer has known Brother McFerran personally for about 20 years. He ran an engine on the south and north division of the L. & N. R. R. for a number of years, and was always considered one of the best engineers on the system. He is a staunch member of the B. of L. E., holding his membership with Div. 156, at Birmingham, Ala. He has served his Division as local chairman, and was placed on many important committees. Eight or 10 years ago Brother

McFerran was appointed traveling engineer or road foreman of engines, which position he has held since, and in which capacity he has gained the respect and esteem of the engineers of the entire system. We regret very much to lose him as traveling engineer, but feel that this promotion has been justly bestowed. To the Brothers running out of Covington we will say that our loss is your gain, and if you will do your part he will do his.

A. B. FALKNER, Sec. Div. 473.

As a further evidence of appreciation we append the following.—EDITOR.

The members of Div. 154 were more than pleased to learn of the promotion of Bro. J. A. McFerran to the position of master mechanic of the L. & N. at Covington, Ky. Brother McFerran has been traveling engineer of the L. & N. for the past 15 years, and on his visits to the St. Louis division he was always welcome, his genial and courteous manner won for him the friendship of all who had dealings with him. He always made himself especially agreeable to the younger men, when he found them in a difficult place he stood by them until they came out all right.

We, of the St. Louis division of the L. & N., all join in wishing him unlimited success in his new field of labor, knowing that he will make good, as he has done in the past.

CHAS. SUTTER, S.-T. Div. 154.

BRO. H. I. PHIPPS, member of Div. 447, Bellevue, O., has been promoted to the position of general foreman of engines, Middle Division of the Nickel Plate R. R., effective December 1.

The *Bellevue Gazette* in commenting on his promotion says:

The position which is assumed by the local man is a newly created one. Until this time the entire road had been covered by Foremen Paul Kritz of Conneaut, and F. M. Baldwin, of Ft. Wayne, but with the appointment of Mr. Phipps the territory of both the former will be shortened. The general foremen have charge of engineers and engines while on the road in their respective territory.

Engineer Phipps, who retires from a preferred run on the Cleveland division



Bro. H. I. Phipps, Div. 447.

of the road to accept the new position, is one of the oldest engineers in the service of the company. Thirty-one years ago he commenced work for the Nickel Plate, and during this long period he has continued to haul trains over the road with a record which is clear and of which both he and officials are justly proud, and the promotion officially announced today is one well earned and fully deserved and is a mark of recognition of a long and faithful service.

During the entire period of his connection with the Nickel Plate he has been a prominent figure in all phases of railroad work and an active member of the Brotherhood of Locomotive Engineers, and is well qualified for the duties which accompany the position on which he entered today.

Brother Phipps has been in the service of the Nickel Plate as locomotive engineer for the past 31 years, and during the past 14 years has served as chairman of the G. C. of A., with a measure of success that earned for him the confidence and esteem of the officials of the road, as well as that of the men he represented. He is eminently qualified by his long and varied experience to fill the position to which he has been elevated with the fullest measure of success.

Brother Phipps was promoted on the L. S. & M. S. R. R. in 1880, and joined Div. 3, at Collinwood, O., in October, 1882. He went to the Nickel Plate Ry. in 1884, and became a charter member of Div. 273, at Conneaut, O., holding his membership in that Division until 1894, when he transferred his membership to Div. 447, Bellevue, O., where he is still an active and highly honored member, and all his associates extend very best wishes for his success in his new field.

Fraternally yours,

J. W. JONES, S.-T. Div. 447.

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RESPONDING to an invitation from Bro. F. A. Denton, legislative board delegate from Capitol Div. 720, Springfield, Ill., fifteen Brothers of the L. B., which is now in session in our city, met with us at a regular meeting Dec. 7. Each visiting Brother gave a short talk, which was beneficial and helpful to those present, and our only regret is there were not more members in attendance to join in the enthusiasm and derive the benefits of the experience of the Brothers who are striving to enact just and equitable laws for the benefit of the B. of L. E. We were pleased to have them and trust that some time in the near future they may meet with us again. Fraternally,

S.-T. & I. Div. 720.

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MANY members of the B. of L. E. will, no doubt, be pleased to hear from Bro. Dorr Benn, who enjoys a wide acquaintance with the railroad men of the United States, and particularly those of the southern and western portions.

A familiar visit with "Dorr" is always enjoyable, as an excellent memory, faculty of expression and genial personality, enable him to relate entertainingly many interesting stories and anecdotes, and to state many curious facts gleaned in a wide and varied experience in this and foreign countries.

Brother Benn's travels of recent years in Mexico and South America have ended at Jackson, Mich., where he makes his home and holds membership in Div. 2 of that city.

Fraternally yours,

JNO. A. HOWLAND, S.-T. Div. 2.



GREAT NORTHERN VETERANS

Bros. Nels Osgard, Div. 150, W. C. Watson, Hans Osgard, Harry Osgard, Ludwig Folsom and Jas. Ramsberg, Div. 625.

The group picture was taken at a recent meeting, all having been 27 years and over in the service of the Great Northern. Fraternally yours,

C. O. MYERS, Div. 625.

THE joint system union meeting held at Clifton Forge, Va., on October 26, 27 and 28, under the auspices of Division 38 of the B. of L. E. and Lodge 274, of the B. of L. F. and E., both of Clifton Forge, was a pronounced success in every detail. Members of the two orders from all over the Chesapeake & Ohio system crowded the big Masonic hall. Among those present were some of the youngest firemen and some of the oldest engineers on the C. & O.—veterans who were running engines before some of the firemen in attendance were born. A spirit of genuine harmony, mutual good will and a desire for the closest possible co-operation between the organizations characterized the gathering throughout. The executive sessions of the meeting were ably presided over by Bro. T. B. Chalkley, of Division 26, B. of L. E., Richmond, Va.—a veteran known among the boys as "Uncle Tom," who in point of service is the oldest engineer on the C. & O. The duties of secretary of the meeting were most efficiently performed by Bro. G. W. Coleman, of Lodge 236, B. of L. F. and E., Hinton, W. Va.

The public reception on the evening of the first day (October 26) was an event which left nothing to be wished for. The audience which filled the capacious Masonic Theater evidenced the warmest appreciation of every number on the program. It was an occasion on which the citizens of Clifton Forge paid a high tribute of respect, regard and good will to the men of the two Brotherhoods. Reverend L. H. Paul, pastor of the First Presbyterian Church, opened the exercises with prayer, after which Mayor A. B. Davies extended a cordial welcome to the visitors. During his address the Mayor paid some very high compliments to the railroad men, and referred to the days when he himself was an employee of the C. & O. His assurance, on turning the keys of the city over to the engineers and firemen, that the visitors were among loyal friends was conclusively proven during every hour of their stay. The Mayor's address of welcome was very fittingly responded to on behalf of the visiting railroad men by Bro. T. C. Songer, General Chairman, B. of L. E., C. & O., Ashland, Ky. Brother Songer warmly thanked the Mayor for his cordial welcome and expressed on behalf of the men he represented their sincere appreciation of the true hospitality that was being extended to them. Selections by the Clifton Forge Castle Orchestra and songs by two quartets, one of ladies and the other of gentlemen, of Clifton Forge, delighted the audience. The members of the ladies' quartette were Mrs. E. A. Murray, Mrs. R. F. Murray, Miss Ella Smith, Miss Daisy Payne, and those of the gentlemen's quartette Messrs. E. T. Dunn, O. N. McMullan, H. O. Goodwin and Hugh Harrison. Miss Marie Smith, pianist, accompanied the quartettes. E. D. Foster, general secretary of the Y. M. C. A., ex-Senator Floyd W. King, Judge Geo. K. Anderson, J. R. Cary, general superintendent of the eastern general division C. and O.; Chas. A. Kraft, road foreman of engines of the Clifton Forge division, C. and O.; Brother R. B. Turner, Div. 101, B. of L. E., and Mr. Geo. O. Greene, the able and genial editor of *The Daily Review* of Clifton



Forge, were the other speakers who addressed the meeting. The exercises were closed with benediction by Reverend Paul. Brother B. H. Thomas, of Div. 38, B. of L. E., of Clifton Forge, who served as chairman at the public reception, proved himself to be a highly capable presiding officer. Brother Thomas was also chairman of the reception committee.

The attendance at the banquet which was held on the evening of the 27th was so large that every seat at the table, which occupied all the space both in the lodge room and the banquet hall of the Eagles' new building, was filled the second time, and great credit is due the ladies and Brother C. F. Jordon, Div. 38, B. of L. E., chairman of the arrangements committee, for their splendid work in providing such an elaborate menu and beautiful decorations. The toastmaster in the banquet hall was Mr. E. A. Snead, and in the lodge room Editor Greene, of *The Daily Review*. Those responding to the toasts were Mayor A. B. Davies, Messrs. E. A. Murray, master mechanic; J. A. Gleason, chief train dispatcher; H. M. Newcomb, local chairman, B. of L. E., C. & O., Clifton Forge; Brother T. C. Songer, of Ashland, Ky., Brother W. J. Burke, Richmond, Va.; Brothers R. B. Turner and G. W. Coleman, of Hinton, W. Va.; Brother T. H. Chalkley, of Richmond, Va., and Brother McNamee, editor and manager of the *Magazine*.

On the afternoon of the 28th the Brothers and their ladies were treated to a most enjoyable automobile ride from Clifton Forge to Covington, Va., the route lying through a valley between ranges of the Allegheny Mountains. About fifty automobiles were tendered by Clifton Forge and Covington citizens for this excursion, which was another evidence of the warm hospitality of which the railroad men were the recipients. Mr. Snead, one of old Virginia's most enterprising and successful business men, was in charge of the citizens' arrangements for the entertainment of their railroad guests, and needless to say no detail was overlooked. His sole concern during the days of the meeting was to see to it that everyone had a right good time while at Clifton Forge

and participated fully in the hospitality extended by its citizens. First and second in the line of automobiles that took the Brothers and their ladies to Covington were the cars of Senator Rinehart of Covington and Mr. Snead, these gentlemen themselves being present in person to see that all went well. The impression made upon the visitors by that trip through the picturesque, rugged mountain scenery and crisp and invigorating mountain air will be lasting, as will also be their appreciation of the great kindness of the citizens who tendered them the treat.

During the business sessions of the meeting the following resolutions were unanimously adopted on the eight-hour day, time and one-half for overtime, and joint concerted wage movement:

WHEREAS, Action looking toward a joint concerted wage movement with a view to establishing an eight-hour day and time and one-half for overtime, and securing other improvements in wage and employment conditions has recently been taken by the duly constituted representatives of the B. of L. E., O. R. C., B. of L. F. & E. and B. of R. T. in the southeastern territory, and

WHEREAS, The conditions of employment in train service generally both on the road and in the yard are continually becoming more intolerable and unbearable, and

WHEREAS, It is the sense of this meeting that the time for starting such a joint concerted wage movement is now opportune, therefore be it

*Resolved*, That this meeting heartily favors such proposed movement, and that we call upon the chief executives of the various train service organizations to, as soon as possible, take the action necessary to start this movement either in the southeastern territory or on the railroads of the entire country, and be it further

*Resolved*, That the secretary of this meeting be and is hereby instructed to forward copies of this resolution to Grand Chief Stone of the B. of L. E. and Presidents Garretson, Carter and Lee of the O. R. C., B. of L. F. & E. and B. of R. T. respectively.

WHEREAS, A cooperative agreement has been reached by the chief executives of the Brotherhood of Locomotive Engineers, Order of Railway Conductors, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Railroad Trainmen, and

**WHEREAS**, Said cooperative agreement provides for cooperation on the part of the said organizations in advancing the common interests of their members, said cooperation to become effective when same is adopted by a two-thirds vote of the membership of said organizations, and

**WHEREAS**, It is the opinion of those present at this meeting that the time has long since arrived for such cooperation as is provided in said agreement, therefore, be it

*Resolved*, That we heartily endorse said agreement and urge that same be submitted to a referendum vote of the members of the organizations above mentioned in accordance with their respective laws with a view to bringing about the cooperative action sought thereby on the report of United States Commission on Industrial Relations.

**WHEREAS**, The money power is determined if possible to prevent the publication by Congress of the evidence taken before the United States Commission on Industrial Relations, and

**WHEREAS**, The future liberty and well-being of the people of the United States demand that the greatest publicity be given such evidence, and

**WHEREAS**, The United States Commission on Industrial Relations has recommended its publication, and

**WHEREAS**, The aforesaid big corporations and the powers of wealth generally will exert all their influence with a view to preventing its publication, therefore be it

*Resolved*, That we demand the publication by Congress of all of the evidence taken by the United States Commission on Industrial Relations, and be it further

*Resolved*, That we urge every member of the organizations represented at this meeting and of all railroad labor organizations to write their respective Congressmen requesting a copy of the "Manly Report" of the United States Commission on Industrial Relations, as a copy of said report should be in the library of every wage-earner.

The joint union meeting was closed with an elaborate ball in the Eagles' new home, which lasted till the wee sma' hours.

Brother John F. McNamee, editor and manager of the *Magazine*, who was present to represent President Carter, addressed the business sessions on the 27th and 28th.

Just before the close of the business session of the 28th, a unanimous vote of

thanks was extended to Mayor Davies and to the citizens for their hospitality, to the speakers, musicians and singers, to the wives of the engineers and firemen, and to all others who contributed to the success of the public reception and banquet, and to the chairman and secretary of the joint meeting.

ONE of the most interesting and notable events in recent local railway history, says the *Moncton Transcript*, was when Moncton Div. 162, B. of L. E., very successfully celebrated the 33d anniversary of its original organization on Nov. 20, 1882. Secret business sessions, at which 20 new members were initiated, were held during the afternoon and early evening, while at 9 o'clock p. m. a public entertainment, at which the Ladies' Auxiliary of the Brotherhood assisted, took place in Odd Fellows' Hall, Main street. On account of this lodge being the first labor organization on the Government railway, and on account of its central location, great interest in the event was taken all over the system, and the affair was really of maritime scope, as there were numerous representatives present from Campbellton, Chatham, Dalhousie, St. John, Truro, Pictou, Stellarton, Sydney, and other points, while the Intercolonial, National Transcontinental, Prince Edward Island, N. B., and Prince Edward Island, International, Canadian Pacific and other roads were all represented at the various meetings. The principal guests of honor were W. B. Prenter, First Grand Assistant Engineer, of Cleveland, O., and James W. Nairn, of Truro, the veteran Chairman of the B. of L. E. Board of Adjustment for the Canadian Government Railways system, and representatives of the Order of Railway Conductors and Brotherhood of Railway Trainmen, both of which joined in heartiest congratulations to the sister organization upon the auspicious occasion.

A meeting was held at 3 o'clock in the afternoon with a large class of candidates for initiation. This was a secret session at which Mr. Prenter, who is one of the principal financiers of the Brotherhood, and who handled successfully the enterprise by which the B. of L. E. erected its

splendid \$2,000,000 office building at Cleveland, addressed the members of the Division upon several matters of much interest, and particularly concerning the Brotherhood's pension scheme, which is proving successful beyond the fondest hopes of those by whom it was instituted. Without going too much into detail, it may be said that the B. of L. E. was the first railway labor organization to attempt a pension scheme by which its members might supplement the pensions received from the various railway systems, or, if unjustly discharged, or otherwise deprived of means of livelihood, might still have a source of income. A number of retired Moncton engineers are now enjoying this pension, which was first adopted by the Brotherhood about two and a half or three years ago. The success of the movement among the engineers has led other organizations to consider it, and it now seems only a matter of time before pension systems will be adopted by the other railway unions.

The evening session at 7:30 was addressed by Mr. Prenter, and also by Mr. Thomas McKenna, a well known retired C. P. R. locomotive engineer of St. John, who joined with the grand officer in heartily recommending to the younger members the pension system, which he knows from experience to be a splendid thing. A number of other veterans of the throttle and Johnson bar were present at the meeting, and after the initiation of about a score of new members, who recently were promoted by the railway from the left to the right-hand side of the cab, a pleasant reunion hour was spent by the members present from all over the system, many of whom had formerly run together, but in some instances had not met for years.

Among the guests of the Division from outside the city were Messrs. Robert Dunbar, Chatham; Charles Edwards, James W. Nairn, Alex Robbins, Truro; John Gilker, Campbellton; Thomas Scott, Dalhousie; John Williamson, Newcastle; Thomas McKenna, Spencer Thompson, C. P. R., St. John; William McGarity, W. H. Anderson, I. C. R., St. John; Frank Probert, roundhouse foreman, St. John; John Baxter, Stellarton; John Grattan,

Pictou; Henry Ison, J. FitzPatrick, N. B. & P. E. I. R., Sackville; Harry Craswell, J. Edgar Doyle, Richard Dougan, T. Renton, and J. Cameron, P. E. I. Ry., Charlottetown, and others.

At 9 o'clock the public entertainment of visiting members took place in Odd Fellows' Hall, Main street, which was suitably decorated for the occasion.

Chief Engineer Alex Donald presided, and with him on the platform were Messrs. W. B. Prenter, First Grand Engineer, Cleveland, Ohio; James W. Nairn, Chairman of the B. of L. E. General Board of Adjustment for the Canadian Government Railways system, Truro; E. A. Reilly, K. C., ex-Mayor and Legal Adviser to the local Division of the B. of L. E.; Norman Sinclair, Secretary-Treasurer, Div. 162, and C. W. McCarthy, General Air Brake Instructor, I. C. R., Moncton.

The drills were very pretty and were carried out with a precision and accuracy very highly creditable to those who took part.

The ladies who took part in the first drill were Mesdames W. Gross, M. O'Brien, leaders; D. Pineo, R. G. Jefferson, G. Morrison, G. Anderson, E. A. Fryers, A. Cook, J. Cook, S. Craig, D. Cool, W. C. Hunter, Alex. Donald, S. W. Carson. In the second drill the ladies participating included those already mentioned and Mesdames N. Sinclair, leader; Walter Carson, Wm. Gunning, H. Casey, G. DeMille, J. Burns, Geo. Stone, J. Donald and W. F. Smallwood.

Mrs. R. C. Colpitts presided very acceptably at the piano during the drills.

At the conclusion of the program, refreshments were served by the ladies of the G. I. A.

There were a number of retired veterans with very interesting records in attendance at Saturday evening's meeting. Among them were the following: Mr. Robert Dunbar, of Chatham, for thirty years a conductor on the old Canada Eastern road, but now for some time past retired on a pension, is the guest of his brother-in-law, Mr. William H. Smallwood, I. C. R. locomotive engineer, Highfield street.

The group of Moncton veterans included Mr. Samuel Watson, whose service extended over 37 years; David Pineo, 41 years; George B. Storey, 42 years; C. P. Atkinson, 41 years; Fred Welling, 30 years; George Kantly, 41 years.

Mr. Charles Edwards, of Truro, an "eagle eye" of 42 years' standing, was also in attendance and received the glad hand from a host of old acquaintances with whom he was accustomed to meet when running Nos. 1 and 2 expresses between Moncton and his home town.

Another visiting veteran whom all were glad to see was Mr. Thomas McKenna, of the C. P. R., St. John, who retired last year after a long and honorable service of 44 years with the big corporation. For a great many years he ran the crack train of the Atlantic Division, the "Montreal Express," and was going as strong as ever, when the age limit stepped in in 1914 to put an end to his active service in the cab.

Probably the oldest railroader present was Mr. James McDermott, who was for a great many years known as the engineer of the old "wharf track shunter," the mogul 127, of blessed memory, which was a few years ago one of the sights of the "east end." Mr. McDermott is an old countryman and came to this country when a boy. It is doubtful whether any living railroader can equal his record. He started in firing on an international road running between Quebec and the States in 1856, and came to the I. C. R. as an engineman while it was still the old European and North American. He fired for the late H. A. Whitney, who was then running an engine out of Moncton, and who was subsequently master mechanic here for many years.

Last but by no means least among the honored guests of the evening was Mr. John ("Jock") Gilfillan, of Amherst, for many years resident in this city, who hauled the first sleeping car ever used on the Intercolonial Railway.

During the evening a brief address was delivered by W. B. Prenter, First Grand Engineer, of Cleveland, who stated in opening that when they knew that he had been riding on the train since last Wednesday he thought they would appreciate

his statement when he said he was glad to be present, adding they were gathered together on a most auspicious occasion to celebrate the 33d anniversary of the Moncton Brotherhood of Locomotive Engineers. He said he could look back very well indeed to that time 33 years ago when he himself was one of a committee of three to interview Sir Charles Tupper and Hon. John Haggart in regard to the organization of the Brotherhood on the Government road. He spoke of the early days of the Brotherhood's existence and the good work accomplished by it for the engineers of the United States, Canada and Mexico. It had, he said, not only given to the railway a much better class of employees, but had also given much safer traveling conditions to the public. The speaker stated that what he had said of the B. of L. E. applied to all railway Brotherhoods as well; the others were doing the same things as they were doing, only the B. of L. E. happened to be the pioneer organization. In conclusion, Mr. Prenter complimented the ladies of New Brunswick Division on their splendid drill. He had never seen it better done than by them at the union meeting in the Halifax Arena last year.

Mr. Prenter is one of the financiers of the Brotherhood and appears to the best advantage when speaking upon serious subjects connected therewith. Nevertheless, he is at all times an entertaining speaker, and his remarks on Saturday were heard with much interest by all present.

E. Albert Reilly, K. C., local counsel for the B. of L. E., was next called on and delivered a brief address, congratulating at the outset those who had taken part in the program and paying a high tribute to the ladies for their fine work in the G. I. A. drill. He said he had been solicitor for the Division for some years and he had always found the members to be gentlemen in every respect. Mr. Reilly declared that as an organization they stand second to none in the city, and that as individuals many of them stand in the front rank of our citizenry. In concluding he expressed his pleasure at being present, and assured his hearers that he considered it a high honor to be

invited to attend and to say a few words upon an occasion such as this, when it is not customary to have outsiders in attendance.

Mr. James W. Nairn, of Truro, Chairman of the B. of L. E. General Board of Adjustment, was also called on, and in opening he congratulated the Division on the advances it has made in the last thirty-three years, and also highly complimented the Ladies' Auxiliary upon its splendid work. He drew attention to a fact which most had overlooked, viz., that while it was the 33rd anniversary of the Division, it was also the 25th anniversary of the General Board of Adjustment Committee for the I. C. R. system, and incidentally he pointed out that it was still another anniversary, viz., his 25th as chairman of the Adjustment Board.

Mr. Nairn's announcement was greeted with hearty applause.

In concluding his address, Mr. Nairn remarked that although the Board is often knocked, and although it has often made mistakes, he wished them fully to understand that in spite of these mistakes, every action the Board has taken has been dictated by what he and his fellow members considered to be the good of the men they represent. (Applause.)

The 33rd anniversary celebration was a great success. Over eighty engineers were present, which is a very large attendance. While this may not seem like a great number, it should be borne in mind that trains have to be run, and with the heavy traffic now on the road it is impossible to muster more than one-third of the men on any given district at one time. It is fitting here to remark that local officials of the railway did everything in their power to enable as many as possible to attend the meeting.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—Information as to parties named below. The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them we

will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, son of our late Bro. J. J. Conrad, of Div. 730, Altoona, Pa., amount due, \$464.04.

May Agnes Hayes, niece of our late Bro. Wm. E. Hayes, of Div. 224, City of Mexico, Mex., amount due, \$732.

James Powers, brother of our late Bro. Michael Powers, of Div. 236, Grand Rapids, Mich., not heard from for 15 years, amount due, \$136.37.

Mrs. Laura Thorp, sister of our late Bro. F. B. Reynolds, of Div. 637, Trenton, Ont., amount due, \$1,500.

W. E. FUTCH, President.  
C. E. RICHARDS, Gen. Sec.-Treas.

Anyone knowing the whereabouts of Al Hallett, formerly a member of Div. 96, will confer a favor by corresponding with E. E. Ellsworth, 209 Seminary avenue, Bloomington, Ill.

Anyone knowing the whereabouts of J. C. Yancey, who when last heard from was in Tempe, Tex., will confer a favor by corresponding with his mother, Mrs. L. F. Yancey, Jonesboro, Ark.

Anyone knowing the whereabouts of R. J. Smith, member of Div. 238, will confer a favor by corresponding with J. D. Smyth, S.-T. Div. 238, 3528 Thompson avenue, Tacoma, Wash.

Anyone knowing the whereabouts of Bro. J. J. Clark, of Div. 222, will confer a favor by corresponding with O. W. Kotter, S.-T. Div. 222, 231 W. 4th St. North, Salt Lake City, Utah.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Bay City, Mich., Dec. 4, hardening of arteries, Bro. T. J. Hennessey, member of Div. 1.

Detroit, Mich., Nov. 21, heart failure, Bro. P. Scanlon, member of Div. 1.

Bloomington, Ill., Dec. 3, apoplexy, Bro. S. L. Webster, member of Div. 19.

Memphis, Tenn., Nov. 13, leakage of heart, Bro. G. J. Saurwine, member of Div. 23.

Mounds, Ill., Nov. 7, kidney trouble, Bro. S. S. Williams, member of Div. 24.

Hermosa Beach, Cal., Nov. 30, nephritis, Bro. John S. O'Brien, member of Div. 28.

Mattoon, Ill., Nov. 20, paralysis, Bro. Ed. Welch, member of Div. 37.

Rensselaer, N. Y., Nov. 24, pernicious anemia, Bro. J. T. Greenhalgh, member of Div. 46.

Somerville, Mass., Nov. 25, peritonitis, Bro. D. W. MacDonald, member of Div. 61.

Somerville, Mass., Oct. 28, heart trouble, Bro. Ed. F. Stone, member of Div. 61.

Columbus, O., Nov. 22, locomotor ataxia, Bro. L. R. Knight, member of Div. 72.

Reading, Pa., Nov. 20, apoplexy, Bro. Wm. F. Bellemere, member of Div. 75.

Fairfield, Conn., Nov. 25, dropsy, Bro. Chas. H. Bast, member of Div. 77.

Columbus, O., Dec. 2, cerebral hemorrhage, Bro. Walter Say, member of Div. 79.

Mineral Ridge, O., Nov. 10, Bro. John Hood, member of Div. 94.

- Danville, Ill., Nov. 23, tuberculosis, Bro. T. H. Viar, member of Div. 101.
- Laramie City, Wyo., pneumonia, Bro. Albert Nungesser, member of Div. 103.
- Winfield, Pa., Nov. 13, stroke, Bro. H. H. Hunt, member of Div. 108.
- Kansas City, Mo., Nov. 22, shot, Bro. E. E. Ward, member of Div. 130.
- Windsor, Ont., Can., Nov. 19, cancer, Bro. Thos. Janninson, member of Div. 132.
- Kansas City, Mo., Dec. 7, nephritis, Bro. F. McArdle, member of Div. 169.
- Springfield, Ore., Nov. 1, pulmonary hemorrhage, Bro. W. H. McGilvray, member of Div. 161.
- Waterloo, N. Y., Nov. 13, Bright's disease, Bro. Ed. Dalton, member of Div. 169.
- Mt. Tabor, N. J., Nov. 19, general debility, Bro. John P. Van Ness, member of Div. 171.
- No. Fond du Lac, Wis., Nov. 15, hemorrhage of stomach, Bro. Geo. Bodoh, member of Div. 185.
- Riviere du Loup, P. Q., Nov. 23, cancer, Bro. Geo. Topping, member of Div. 204.
- Dallas, Tex., Nov. 12, heart failure, Bro. J. H. Nichols, member of Div. 219.
- Nadawah, Ala., Nov. 14, tuberculosis, Bro. B. B. Collins, member of Div. 223.
- Hagerstown, Md., Oct. 30, typhoid fever, Bro. W. H. Clapp, member of Div. 233.
- New Durham, N. J., Nov. 29, pneumonia, Bro. Benj. Clearwater, member of Div. 235.
- Ft. Scott, Kans., Nov. 25, lobar pneumonia, Bro. D. B. Daniels, member of Div. 237.
- Corning, N. Y., Nov. 15, tuberculosis, Bro. J. S. Foley, member of Div. 244.
- Columbus, O., Dec. 9, heart disease, Bro. Thos. Kane, member of Div. 255.
- Mauch Chunk, Pa., Dec. 18, tuberculosis, Bro. Wm. F. McGinley, member of Div. 257.
- Wilkes Barre, Pa., Nov. 15, general debility, Bro. Cyrus Stillman, member of Div. 263.
- Brooklyn, N. Y., Nov. 15, cancer, Bro. P. Conlon, member of Div. 269.
- Richmond Hill, L. I., Nov. 9, killed, Bro. Geo. Hare, member of Div. 269.
- Scranton, Pa., Nov. 27, derailment of engine, Bro. H. R. McKeely, member of Div. 276.
- Oakland, Cal., Nov. 26, abscess on liver, Bro. Jas. W. Irean, member of Div. 283.
- Marcellus, N. Y., Nov. 12, dropsy, Bro. H. Steele, member of Div. 288.
- Kane Co., Ill., Oct. 22, general paralysis, Bro. Chas. Dean, member of Div. 290.
- Indian Grove, Ont., paralysis, Bro. John Witheridge, member of Div. 296.
- Erie, Pa., Nov. 23, cerebral hemorrhage, Bro. H. B. Burr, member of Div. 296.
- Jacksonville, Fla., cancer, Bro. J. Whitaker, member of Div. 309.
- Richmond, Va., Nov. 23, paralysis, Bro. T. J. Tiller, member of Div. 321.
- Augusta, Ga., Dec. 2, gunshot wound, Bro. M. Shedd, member of Div. 323.
- Pittsburg, Pa., Nov. 11, heart failure, Bro. Philip J. Corless, member of Div. 325.
- Springfield, Mass., Nov. 10, locomotor ataxia, Bro. B. F. Hannum, member of Div. 328.
- Lakeport, N. H., Nov. 26, diabetes, Bro. O. D. Bailey, member of Div. 335.
- Richmond, Va., Nov. 19, pneumonia, Bro. J. C. Bradshaw, member of Div. 339.
- Syracuse, N. Y., Nov. 17, Bro. Edward Dodd, member of Div. 367.
- Brainerd, Minn., Nov. 9, Bro. Chas. Sunley, member of Div. 396.
- Washington, Pa., Nov. 24, pneumonia, Bro. Stephen Halpin, member of Div. 416.
- Buffalo, N. Y., Nov. 17, paralysis, Bro. Wm. Lang, member of Div. 421.
- Buffalo, N. Y., Nov. 17, operation, Bro. Patrick T. Grace, member of Div. 421.
- Allston, Mass., Dec. 5, paralysis, Bro. John N. Blake, member of Div. 439.
- Pittsburgh, Pa., Nov. 10, heart disease, Bro. F. C. McDonald, member of Div. 464.
- Reynoldsville, Pa., Dec. 5, diabetes, Bro. W. B. Hoffman, member of Div. 472.
- Oil City, Pa., Nov. 17, accidentally shot, Bro. H. H. Reitz, member of Div. 472.
- Pittsburg, Pa., Nov. 21, uremic poisoning, Bro. John Casey, member of Div. 472.
- Columbus, O., Nov. 10, pneumonia, Bro. H. K. Stowe, member of Div. 480.
- Allandale, Ont., Can., Nov. 14, apoplexy, Bro. Geo. Cummings, member of Div. 486.
- Kansas City, Kans., Oct. 7, killed, Bro. John Stobie, member of Div. 491.
- Kansas City, Mo., Sept. 24, killed, Bro. M. W. Sherlock, member of Div. 491.
- Kansas City, Kans., July 21, Bright's disease, Bro. R. E. Ingraham, member of Div. 491.
- Texarkana, Tex., Nov. 20, Bright's disease, Bro. Lyman S. Roach, member of Div. 496.
- Monett, Mo., Nov. 24, heart disease, Bro. Wm. C. Boulden, member of Div. 507.
- Portsmouth, O., July 11, Bright's disease, Bro. J. H. Dunn, member of Div. 511.
- Van Buren, Ark., Oct. 6, diabetes, Bro. J. W. Watkins, member of Div. 524.
- Peru, Ind., Dec. 5, struck by mail crane, Bro. R. A. Howard, member of Div. 548.
- Trenton, Mo., Nov. 17, cancer, Bro. Wm. McCollum, member of Div. 559.
- Chicago, Ill., Nov. 29, typhoid fever, Bro. Jas. A. Meehan, member of Div. 582.
- Catawauqua, Pa., Nov. 24, meningitis, Bro. Wm. H. Burnell, member of Div. 583.
- Peterborough, Ont., July 12, Bro. Richard Chiles, member of Div. 568.
- Los Angeles, Cal., Dec. 3, paralysis, Bro. Geo. Melrose, member of Div. 662.
- Beardstown, Ill., Nov. 8, Bro. E. R. Bordon, member of Div. 665.
- Pittston, Pa., Nov. 20, embolism, Bro. Oscar O. Walborn, member of Div. 678.
- Chicago, Ill., Nov. 14, malignant tumor, Bro. E. L. Murdock, member of Div. 683.
- Pratt, Kans., Dec. 6, paresis, Bro. Fred C. Gifford, member of Div. 740.
- Sanford, Fla., Dec. 1, cardiac failure, Bro. E. W. Rowland, member of Div. 769.
- Everett, Wash., July 4, killed by engine, Bro. Stewart Rose, member of Div. 798.
- Elmhurst, L. I., Nov. 2, heart trouble, Bro. Wm. J. Driscoll, member of Div. 851.
- Phillipsburg, Pa., Oct. 23, Laura B. Bratton, daughter of Bro. P. M. Bratton, member of Div. 254.
- Baltimore, Md., Nov. 28, Edgar A. McKernan, son of Bro. John McKernan, member of Div. 52.

#### ADMITTED BY TRANSFER CARD

##### Into Division—

- 64—Wm. J. Lord, from Div. 439.  
 145—Chas. Eaton, from Div. 120.  
 222—P. C. Kramer, from Div. 766.  
 230—C. Koehler, from Div. 824.  
 260—John Mars, from Div. 238.  
 235—Jas. Monroe, from Div. 528.  
 238—R. A. St. Clair, F. H. Baxter, from Div. 260.  
 309—F. A. Acosta, from Div. 706.  
 334—A. R. Mathews, R. E. O'Dell, E. A. Burchiel, 493.  
 370—J. B. Coughenour, from Div. 50.  
 394—A. Linneman, from Div. 96.  
 415—C. W. Smethurst, from Div. 110.  
 421—Ed. Morrissey, Frank Abbott, from Div. 328.  
 453—Geo. Weil, J. G. Milton, from Div. 391.  
 483—J. C. Moran, from Div. 40.  
 485—Jas. F. Cairnea, W. F. Collins, from Div. 225.  
 506—A. B. Smith, from Div. 721.

**Into Division—**

- 510—Chas. A. Zeddies, from Div. 828.  
 557—J. W. Croak, from Div. 771.  
 619—E. R. Cobb, Jas. B. Averil, from Div. 626.  
 636—J. E. Dodd, from Div. 573.  
 660—C. W. Madden, from Div. 766.  
 690—C. Starner, R. W. Vines, from Div. 366.  
 739—A. B. Cavina, from Div. 383.  
 776—J. E. Persons, from Div. 510.  
 778—W. E. Newlove, from Div. 597.  
 806—A. J. Whipple, from Div. 761.  
 806—John J. Leber, from Div. 391.  
 825—Wm. G. Stimson, Theo. Spaetgens, from Div. 716.  
 N. A. Wilkinson, from Div. 854.  
 847—F. McKay, from Div. 843.  
 T. Nelson, from Div. 654.  
 849—J. W. Durham, from Div. 734.  
 852—W. C. Moore, from Div. 728.  
 A. Whitaker, from Div. 265.  
 E. A. Daigle, from Div. 837.

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**WITHDRAWALS****From Division—**

- 14—C. O'Brien.  
 27—J. C. Martin.  
 96—E. W. Treiber,  
 J. Locke,  
 J. F. Woodding.  
 158—H. D. Esden.  
 166—Charles L. Harris.  
 198—Wm. A. Ray.  
 328—Ed. P. Greenwood.

**From Division—**

- 442—S. R. Sutton.  
 530—G. G. Liston.  
 671—Austin C. Collier.  
 745—E. C. Kirk.  
 810—C. R. Balluff,  
 H. E. Rogers,  
 J. E. Hedman,  
 C. O. Kjerstenson.

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**REINSTATEMENTS****Into Division—**

- 10—J. Coughlin.  
 19—A. W. Hoffman.  
 50—M. P. Corvin.  
 61—H. A. Downs.  
 77—Geo. M. Becker.  
 233—W. O. Carnea.  
 236—S. E. Miller.  
 265—J. M. Wells.  
 265—H. D. Holmes,  
 P. E. Bechtel.  
 314—W. H. Fowkles,  
 R. J. Flemming,  
 L. I. Ramsey.  
 321—F. J. Wings.  
 322—H. J. Cove.  
 353—James A. Ward.  
 360—E. B. Work.

**Into Division—**

- 430—J. M. Robison,  
 T. B. Carroll.  
 448—J. L. Agee.  
 462—G. M. Woolard.  
 472—C. L. Smith.  
 511—Harry Hanna.  
 655—F. McMillen.  
 660—J. F. Holland.  
 668—J. S. McCormick.  
 678—J. A. Ryan.  
 709—Ellsworth F. Coy.  
 776—W. D. Irwin.  
 786—W. J. Hines.  
 827—W. B. Dyess.  
 841—L. W. Sutton.  
 864—J. Middlemas.

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**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 10—N. Reichlin,  
 R. E. Morse.  
 17—A. B. Frame.  
 18—Elmer E. Hancock.  
 41—G. M. Russell.  
 85—H. S. White,  
 James T. Austin.  
 147—A. W. Green,  
 Arthur Heirgood.  
 194—H. D. Long,  
 J. V. Brown,  
 J. C. Talley,  
 C. E. Schultz,  
 J. W. Harrison,  
 M. Miller,  
 R. Miller,  
 J. C. Cooper.  
 274—Geo. Tyndall.  
 309—C. M. Williams,  
 W. H. Coleman.  
 312—F. J. Pierce.  
 324—O. F. Vogel,  
 Ray Welker.  
 344—S. H. Craig,  
 E. J. Hailey.

**From Division—**

- 362—J. Y. Walnum.  
 382—F. W. Boltz.  
 399—V. Hazelton.  
 435—C. H. Ritter.  
 460—Geo. Swarberg.  
 461—O. G. Christen.  
 466—Jacob Ehrenfeld.  
 493—Ira Rosa.  
 633—Fred Phillips.  
 636—H. O. Sampson.  
 642—B. W. Chrisinger,  
 S. M. Broang,  
 G. L. Beckwith.  
 650—H. H. Allen,  
 J. J. Longenberger.  
 720—O. E. Bush,  
 G. P. Adams.  
 770—H. O. Bassett,  
 A. L. Bruton.  
 772—John J. Dailey.  
 818—M. J. Allen,  
 J. C. Robertson,  
 W. H. Ballweber.  
 828—J. W. Rogers.  
 833—G. E. Crane.

**FOR OTHER CAUSES****From Division—**

- 6—John Fellers, W. H. Fuller, Jas. Malone, M. D. Hogan, refusing to pay G. C. of A. assessments and Grand Dues.  
 23—Wm. F. Huntzicker, J. H. Smith, non-payment of dues and G. C. of A. assessments.  
 49—W. S. McCormick, non-payment of dues and assessments.  
 66—Wm. H. R. Teesch, non-payment of dues and forfeiting insurance.  
 Alfrie Bude, forfeiting insurance.  
 75—Irvin E. Stuber, Allen Rupp, Irvin F. Munshower, forfeiting insurance.  
 101—V. R. Stover, non-payment of insurance.  
 156—Chas. T. Hardeman, forfeiting insurance.  
 183—Chas. E. Johnson, forfeiting insurance.  
 228—E. W. Bruner, non-payment of dues and assessments and forfeiting insurance, obtaining transportation under false representation.  
 265—J. P. H. Brendel, non-payment of dues and failing to take out insurance.  
 277—W. A. Monroe, R. C. James, forfeiting insurance.  
 286—John A. Sutherland, non-payment of dues and insurance.  
 290—N. Warring, non-payment of dues and forfeiting insurance.  
 351—J. M. Hogan, non-payment of dues and violating Sec. 59 Statutes.  
 W. A. Cosens, violation Sec. 52 Statutes.  
 352—J. H. Shank, forfeiting insurance.  
 362—Arthur W. Wall, non-payment of dues and not corresponding with Division.  
 399—W. H. Moyer, non-payment of dues and insurance.  
 406—W. S. Barrett, non-payment of dues and assessments.  
 409—Chas. Herndon, forfeiting insurance.  
 426—Chas. Ayers, intoxicated while on duty.  
 427—C. T. Chandler, A. F. Taylor, non-payment of G. C. of A. assessments.  
 485—E. S. Hedrick, non-payment of dues and insurance.  
 447—J. C. Herr, non-payment of insurance.  
 448—Winchester Atkins, forfeiting insurance.  
 465—Samuel D. Gilliland, intoxicated while on duty.  
 498—G. C. Ray, intoxicated while on duty.  
 504—C. V. Carlson, R. G. Parker, forfeiting insurance.  
 R. C. Deen, non-payment of dues and forfeiting insurance.  
 530—J. H. Hewitt, non-payment of dues and assessments.  
 532—T. C. Sheppard, C. N. Smith, non-payment of dues and assessments and insurance.  
 568—W. T. Clayton, forfeiting insurance.  
 584—I. E. Newhouse, non-payment of assessments.  
 599—W. E. Gault, non-payment of dues and forfeiting insurance.  
 608—Milton A. Seigfried, non-payment of dues and forfeiting insurance.  
 634—Walter Massey, F. O. Johnson, forfeiting insurance.  
 644—Martin Ludwig, forfeiting insurance.  
 658—J. D. Logan, non-payment of dues and insurance.  
 666—A. J. McGowan, accepting work at a less rate than that recognized by Division.  
 680—P. G. Zimmerman, non-payment of assessments.  
 706—J. M. Myers, forfeiting insurance.  
 749—C. Jones, forfeiting insurance.  
 753—Ed. Plamondon, non-payment of dues and assessments.  
 756—Jake Wagner, forfeiting insurance.  
 761—L. A. Proctor, forfeiting insurance.  
 769—H. P. Huskey, forfeiting insurance.  
 776—R. G. Murray, non-payment of dues and not corresponding with Division.  
 823—C. E. Mohler, forfeiting insurance.  
 826—F. H. Rahm, non-payment of dues and not corresponding with Division.  
 Wm. Morgan, non-payment of dues and forfeiting insurance.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 776-779

## SERIES N

OFFICE OF ASSOCIATION ROOM, 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Jan. 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
708	George Bodoh....	51	185	Jan. 9, 1904	Nov. 15, 1915	Ulcers of stomach...	\$ 750	Lizzie Bodoh, w.
709	Sam Kimball....	75	210	Jan. 6, 1887	Nov. 18, 1915	Cancer of bladder...	3000	Emma Kimball, w.
710	J. H. Nichols....	55	219	Sept. 2, 1895	Nov. 12, 1915	Heart disease.....	4500	Emma D. Nichols, w.
711	Patrick T. Grace....	55	421	May 24, 1904	Nov. 17, 1915	Adhesions of bowels..	3000	Norah Grace, w.
712	Geo. S. McArthur....	33	329	Apr. 13, 1914	Nov. 1, 1915	Left leg amputated...	1500	Self.
713	Geo. H. Hare....	61	269	Sept. 1, 1892	Nov. 9, 1915	Killed.....	3000	Martha J. Hare, w.
714	E. F. Murdock....	61	683	Dec. 27, 1903	Nov. 15, 1915	Tumor.....	1500	Jennie Murdock, w.
715	Henry Isger....	58	166	Feb. 7, 1889	June 30, 1914	Blind left eye.....	3000	Self.
716	John M. Blake....	50	439	Mar. 10, 1901	Dec. 5, 1915	General paresis.....	1500	Alice C. Blake, w.
717	Wm. McGilvray....	49	161	Sept. 3, 1897	Nov. 1, 1915	Pulmonary hemorrhage	1500	Nettie McGilvray, w.
718	J. J. Whitaker....	56	309	Nov. 3, 1897	Nov. 12, 1915	Carcinoma of stom'ch	3000	Marg'th. Whitaker, w.
719	John Witheridge....	45	295	Sept. 1, 1907	Nov. 17, 1915	Cerebral hemorrhage	1500	Jessie Witheridge, w.
720	H. H. Reitz....	34	472	Dec. 9, 1906	Nov. 17, 1915	Shot.....	1500	Myrtle Reitz, w.
721	W. F. Bellemare....	66	75	Oct. 24, 1891	Nov. 20, 1915	Apoplexy.....	1500	Elizabeth Bellemare, w.
722	John Casey....	63	472	June 24, 1901	Nov. 21, 1915	Uræmic poisoning....	1500	Margaret Casey, w.
723	J. Frank Allen....	56	230	June 23, 1895	Oct. 30, 1915	General paresis.....	3000	Mary L. Allen, d.
724	F. E. Eastman....	65	235	Sept. 16, 1898	Oct. 27, 1915	Arterio sclerosis....	3000	Estate.
725	C. G. Sunley....	61	395	Dec. 10, 1881	Nov. 9, 1915	Cerebral hemorrhage	3000	Mary E. Sunley, w.
726	L. F. Van Ness....	78	171	Aug. 22, 1881	Nov. 18, 1915	Arterio sclerosis....	3000	J. Fred Van Ness, a.
727	L. S. Roach....	71	496	Nov. 24, 1882	Nov. 20, 1915	Bright's disease....	3000	Lenora E. Roach, w.
728	Patrick Scanlon....	53	1	Nov. 19, 1897	Nov. 21, 1915	Acute dilata'n of h't.	1500	Lizzie Scanlon, w.
729	L. R. Knight....	60	72	Apr. 3, 1890	Nov. 22, 1915	Locomotor ataxia....	3000	Sarah E. Knight, w.
730	Albert Nungesser....	67	103	Dec. 24, 1888	Nov. 22, 1915	Pneumonia.....	3000	Alfreda Nungesser, w.
731	Harry H. Hunt....	58	108	Mar. 26, 1908	Nov. 13, 1915	Cerebral hemorrhage	1500	Mary J. Hunt, w.
732	G. J. Sauerwein....	50	23	Aug. 24, 1904	Nov. 13, 1915	Heart disease.....	1500	Children.
733	Thomas Jannison....	54	132	June 21, 1910	Nov. 19, 1915	Carcinoma of bladder	1500	Mary F. Jannison, w.
734	S. E. Adams....	76	63	Nov. 6, 1870	Nov. 22, 1915	Apoplexy.....	4500	Amy E. Adams, n.
735	Wm. C. Bouldin....	31	507	Dec. 25, 1911	Nov. 24, 1915	Heart disease.....	1500	Nannie C. Bouldin, m.
736	A. B. Clearwater....	51	235	Oct. 14, 1906	Nov. 27, 1915	Pneumonia.....	3000	Mamie Clearwater, w.
737	M. J. McDonald....	37	471	Dec. 20, 1910	Nov. 13, 1915	Appendicitis.....	1500	Sarah McDonald, w.
738	Patrick Conlon....	57	269	Jan. 20, 1893	Nov. 15, 1915	Carcinoma of jaw....	1500	Elizabeth Conlon, w.
739	Edward Dodd....	71	367	Apr. 28, 1887	Nov. 17, 1915	Nephritis.....	3000	Anna Dodd, w.
740	L. J. Weatherbee....	39	340	Mar. 8, 1908	Oct. 8, 1914	Blind right eye....	1500	Self.
741	J. A. Richardson....	34	814	Dec. 1, 1908	Nov. 20, 1915	Suicide.....	1500	Bea'ce Richardson, w.
742	T. J. Tiller....	58	321	Aug. 27, 1906	Nov. 22, 1915	Apoplexy.....	1500	Bena L. Tiller, w.
743	J. T. Greenhalgh....	64	46	Sept. 2, 1884	Nov. 24, 1915	Pernicious anaemia..	3000	Mary Greenhalgh, w.
744	W. H. Burnell....	51	653	Aug. 7, 1904	Nov. 24, 1915	Killed.....	3000	Allye Burnell, w.
745	Joseph Hill....	59	831	Aug. 14, 1905	Nov. 22, 1915	Cerebral apoplexy..	1500	Sarah J. Hill, w.
746	Jas. A. Meehan....	44	582	Mar. 24, 1907	Nov. 29, 1915	Typhoid fever.....	1500	Elma L. Meehan, w.
747	Fred Becherer....	75	49	May 1, 1877	Dec. 3, 1915	Apoplexy.....	1500	Kate Becherer, w.
748	Henry A. Steele....	45	288	Dec. 1, 1897	Nov. 11, 1915	Dropsey.....	1500	Hattie G. Steele, a.
749	A. J. Boughton....	57	829	Oct. 28, 1898	Nov. 21, 1915	Endocarditis.....	1500	Lucy E. Boughton, w.
750	Marshall Shedd....	48	323	Aug. 24, 1902	Dec. 2, 1915	Gunshot wound....	3000	Katie Shedd, w.
751	Harry Posschl....	32	701	June 13, 1909	Nov. 29, 1915	Killed.....	1500	May E. Posschl, w.
752	B. B. Collins....	46	223	Jan. 20, 1914	Nov. 14, 1915	Tuberculosis.....	1500	Daughters.
753	George Topping....	52	204	May 12, 1914	Nov. 23, 1915	Cancer.....	1500	Rose D. V. Topping, w.
754	Chas. H. Bast....	51	77	Oct. 14, 1906	Nov. 25, 1915	Myocarditis.....	1500	Elizabeth Bast, m.
755	R. J. Struthers....	30	186	Aug. 5, 1910	Dec. 3, 1915	Cerebral meningitis.	3000	Josephine Struthers, w.
756	T. J. Hennessey....	68	1	Jan. 8, 1887	Dec. 4, 1915	Arterio sclerosis....	3000	Anna F. Hennessey, w.
757	R. A. Howard....	56	548	Jan. 7, 1893	Dec. 5, 1915	Killed.....	3000	Belle Howard, w.
758	B. F. Tamney....	57	71	Apr. 26, 1891	Dec. 3, 1915	Peritonitis.....	1500	Martha A. Tamney, w.
759	L. L. Rohrbach....	47	52	June 8, 1906	Dec. 7, 1915	Killed.....	3000	Jennie Rohrbach, w.
760	E. W. Rowland....	55	769	Apr. 14, 1901	Dec. 1, 1915	Heart failure.....	3000	Anna Rowland, w.
761	W. B. Hoffman....	62	472	May 11, 1893	Dec. 5, 1915	Diabetes.....	1500	Julia R. Hoffman, w.
762	T. H. Viar....	42	101	Mar. 4, 1900	Nov. 17, 1915	Tuberculosis.....	3000	Nannie Viar, w.
763	M. W. Martin....	34	501	Mar. 23, 1913	Oct. 20, 1914	Blind left eye....	1500	Self.



No. of Asset	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
764	D. W. MacDonald	46	61	June 24, 1912	Nov. 26, 1915	Carcinoma of intest's	\$3000	Evelyn MacDonald, w
765	J. C. Bradshaw	43	339	Dec. 4, 1910	Nov. 19, 1915	Pneumonia	3000	Children.
766	S. L. Webster	65	19	Mar. 17, 1887	Dec. 3, 1915	Cerebral hemorrhage	1500	Emma G. Webster, w
767	Fred C. Gifford	38	740	Mar. 24, 1907	Dec. 6, 1915	Paresis	1500	Elizabeth Gifford, w.
768	C. W. Robinson	33	309	Oct. 27, 1912	Nov. 21, 1915	Septic gall bladder	1500	Lula Robinson, w.
769	Geo. C. Ferguson	57	131	Jan. 29, 1887	Dec. 9, 1915	Diabetes	3000	Margaret Ferguson, w
770	W. J. Teller	81	172	Oct. 1, 1880	Dec. 9, 1915	Pneumonia	3000	Lottie M. Teller, d.
771	L. S. Crowell	44	278	Oct. 1, 1902	Nov. 15, 1915	Rheumatism	3000	Fannie Crowell, w.
772	Fred McArdle	52	159	Mar. 3, 1890	Dec. 7, 1915	Nephritis	3000	Jennie McArdle, w.
773	H. B. Taylor	46	256	Nov. 17, 1890	Nov. 11, 1915	Killed	4500	Wife and father.
774	Geo. Cummings	65	486	Sept. 26, 1890	Nov. 14, 1915	Apoplexy	1500	Children.
775	J. S. O'Brien	61	28	Jan. 1, 1888	Nov. 30, 1915	Nephritis	1500	Mary A. O'Brien, w.
776	W. N. Lowry	46	301	Oct. 19, 1902	Dec. 8, 1915	Killed	3000	Brothers and sister.
777	Andrew J. Tippens	48	98	May 16, 1903	Dec. 11, 1915	Sarcoma	1500	Gert' de E. Tippens, w
778	J. W. Hathaway	60	533	June 21, 1890	Dec. 12, 1915	Tuberculosis	1500	Cath'ne Hathaway, w
779	Alex. Sharpe	60	304	Apr. 6, 1903	Dec. 14, 1915	Intestinal obstruct'n	1500	Jean Sharpe, d.

Total number of disability claims 4  
 Total number of death claims 68  
 72

Total amount of claims, \$161,250.00

### Financial Statement

CLEVELAND, O., Dec. 1, 1915.

#### MORTUARY FUND FOR NOVEMBER

Balance on hand November 1, 1915	\$271,129 61
Received by assessments 576-79 and back assessments	\$158,298 57
Received from members carried by the Association	989 85
Interest for November	1,048 55

\$160,281 97

Total	\$431,411 58
Paid in claims	132,603 86
Balance on hand November 30	\$298,807 72

#### SPECIAL MORTUARY FUND FOR NOVEMBER

Balance on hand November 1	\$414,594 24
Received in November	18,094 72
Balance in bank November 30	\$432,688 96

#### EXPENSE FUND FOR NOVEMBER

Balance on hand November 1	\$ 66,849 75
Received from fees	\$ 209 51
Received from 2 per cent.	3,618 94

\$ 3,828 45

Total	\$ 70,678 20
Expenses for November	2,904 23
Balance on hand November 30	\$ 67,773 97

### Statement of Membership

#### FOR NOVEMBER, 1915

Classified represents	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership October 31, 1915	1,611	42,679	124	19,679	8	4,442
Applications and reinstatements received during month	..	57	..	47	..	25
Total	1,611	42,736	124	19,726	8	4,467
From which deduct policies terminated by death, accident, or otherwise	6	116	..	50	..	9
Total membership November 30, 1915	1,605	42,620	124	19,676	8	4,458
Grand total	..	..	..	..	..	68,491

### Indemnity Santa Claus

For the third consecutive year "Old Santa" has faithfully remembered our Indemnity Members by rebating a Quarterly Premium. This makes the cost of our Accident Insurance just Fifty Per Cent (50%) of what they formerly paid for this protection, and if every member of our Organization carrying Indemnity Insurance would take out a policy in their own Association, instead of paying twice as much for the same protection, it would be still cheaper.

Once more we want to say to you Brothers who are still helping to pile up dividends for the Old Line Companies by insuring with them, you can save enough money to pay all your B. of L. E. dues, etc., by carrying this protection in your own Association.

At the same time you will have the satisfaction of knowing that ninety-five (95c) cents out of every dollar you pay for your insurance is going into the home of some disabled or deceased Brother.

Wake up. Come out of your shell. Get wise to your own interest by getting your Accident Insurance at actual cost, and at the same time make it cheaper for all of us, and best of all, by so doing, be sure you are buying for yourself and those dependent on you, protection and not a lawsuit.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID DECEMBER 1, 1915.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
629	317	Benj. W. Clements.....	\$42 86	687	98	James M. Shires.....	\$ 11 48
630	427	J. H. Colemere.....	60 00	688	413	Arthur T. Mallinger.....	28 57
631	732	J. J. Cook.....	28 57	689	19	A. L. Anderson.....	68 57
632	220	J. G. Wyatt.....	19 29	690	588	M. E. Kelly.....	97 14
633	608	C. H. Henderson.....	11 43	691	77	Walter W. Taylor.....	171 43
634	232	J. F. Mercer.....	48 29	692	383	F. B. Hilton.....	5 71
635	365	E. E. Sweeney.....	48 57	693	559	George T. Rich.....	54 29
636	448	A. B. Richman.....	150 00	694	238	Oscar Hull.....	23 57
637	736	C. S. Mallett.....	42 86	695	199	Ira S. Williams.....	145 71
638	323	C. L. Cornell.....	11 43	696	313	Robert J. Starbeck.....	25 71
639	146	H. S. Moore.....	124 29	697	356	Chas. D. Maddux.....	31 43
640	406	W. G. Huddleston.....	40 00	698	177	J. T. Alder.....	105 71
641	858	John Roma.....	20 00	699	190	K. S. Leitch.....	45 71
642	634	F. A. Laing.....	85 71	700	735	A. P. Spangler.....	30 00
643	138	Frank Hickman.....	45 00	701	443	A. E. Garrett.....	77 16
644	430	E. W. Cottrell.....	34 29	702	218	W. W. Wyatt.....	20 00
645	713	A. B. Cramer.....	90 00	703	495	J. M. Devinney.....	111 43
646	736	J. R. Clopton.....	20 00	704	599	W. F. C. Gibson.....	25 71
647	225	Nelson B. Whedon.....	20 00	705	511	Chas. M. Cardwell.....	90 00
648	245	Walter J. Warren.....	34 29	706	339	E. M. Gill.....	51 43
649	203	Wm. H. Julian.....	40 71	707	66	Robert J. Dowie.....	47 14
650	339	A. B. Rogers.....	25 71	708	301	S. E. Taylor.....	42 86
651	220	F. L. Maxwell.....	42 86	709	585	A. H. Fulington.....	262 86
652	120	A. J. Gustafson.....	20 00	710	336	W. A. Rader.....	28 57
653	339	L. T. Walker.....	25 71	711	267	P. C. Robey.....	77 14
654	400	Henry L. Dollahan.....	20 00	712	392	H. T. Best.....	220 00
655	48	R. L. Johnston.....	94 29	713	99	Charles D. Murray.....	15 00
656	391	Arnold D. Bowman.....	21 43	714	634	B. E. Brandtner.....	20 00
657	609	George G. Douglass.....	40 00	715	599	G. W. Craig.....	87 14
658	86	O. T. Foster.....	28 57	716	606	F. G. Schimmel.....	14 29
659	210	John T. Clower.....	28 57	717	547	W. E. Brown.....	65 71
660	492	Silas Gaynor.....	49 29	718	435	C. A. Goodwin.....	28 57
661	178	Henry Wood.....	6 43	719	423	R. M. Fairless.....	51 43
662	19	H. F. Danel.....	8 57	720	267	Wm. H. McLean.....	62 86
663	317	Jas. J. Goodwin.....	40 00	721	432	C. G. Gardner.....	62 86
664	436	P. K. Foust.....	34 29	722	187	W. D. Oland.....	325 71
665	301	A. W. Clement.....	42 86	723	245	J. R. Romans.....	42 86
666	499	R. L. La Byer.....	100 00	724	398	V. H. Inman.....	234 29
667	187	Webb L. Gibbs.....	8 57	725	398	R. O. Castro.....	54 29
668	271	James P. Burns.....	54 29	726	398	Thos. R. Welch.....	222 86
669	132	Wm. E. Royal.....	11 43	727	401	S. E. Mays.....	60 00
670	762	Dock Vincent.....	242 86	728	301	J. D. Douthat.....	54 29
671	96	J. D. Randolph.....	48 57	729	313	Cleve Schmitt.....	15 00
672	273	J. W. Gardner.....	64 29	*943	620	A. O. Smith, Adv.....	200 00
*673	267	J. L. Bishop, Adv.....	150 00	382	190	J. T. Edwards, Bal.....	204 29
674	190	A. H. Nagle.....	20 00	**119	31	F. W. Warner, Bal.....	71 43
675	525	G. C. Anderson.....	12 86	646	434	L. M. Lindsey, Bal.....	60 00
676	391	George H. Dawson.....	17 14	*356	400	F. E. Slanker, Adv.....	100 00
677	207	F. P. Bosworth.....	45 71	* 40	156	J. W. Dickson, Adv.....	200 00
678	547	T. F. Edwards.....	77 14	*401	16	Harry Mackey, Adv.....	115 00
679	317	K. L. Lambeth.....	42 86	*454	542	Richard Braund, Adv.....	75 00
680	177	G. W. Feidler.....	60 00	521	66	John Doherty, Bal.....	119 29
681	58	Thos. H. Purcell.....	79 29	**557	578	Henry A. Dick, Bal.....	102 86
682	178	F. Raymond.....	40 00	498	156	Charles Warren, Bal.....	60 00
683	574	F. P. Robinson.....	31 43	908	69	Ed McNeil, Bal.....	318 45
684	336	R. S. Holthouse.....	22 86				
685	733	James Clancy.....	40 00				
686	507	R. B. Kyler.....	25 71				

\$7659 94 \$7659 94

Total number of Weekly Indemnity Claims, 105.

\*Number of Advance Payments on Claims, 6.

\*\*Claims reopened, 2.

## INDEMNITY DEATH CLAIMS PAID DECEMBER 1, 1915.

Claim	Div.	Name	Amount Paid
161	207	Orle Bohler.....	\$2,000 00
182	143	Earl W. King.....	1,000 00
183	731	H. H. Kendall.....	2,000 00
			\$5,000 00
			\$ 5,000 00
			\$12,659 94

Total number of Indemnity Death Claims, 3.

Weekly Indemnity Claims paid from December 1, 1906, to November 1, 1915. \$728,662 08

Indemnity Death Claims paid from April 1, 1907, to November 1, 1915. 277,732 14

\$1,006,394 17 \$1,006,394 17

\$1,019,054 11

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

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FEB 8 1916

# LOCOMOTIVE ENGINEERS JOURNAL

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Vol. 50

FEBRUARY, 1916

No. 2

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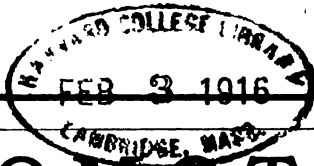
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FEBRUARY, 1916

Number 2

## An Investment in Love

BY EUGENE A. VOGT

Copyright by Frank A. Munsey Co.

Glenwish Johnson sat in the private office of the Acme-Johnson Grocery Company, of which commanding establishment he was president and practically sole owner.

Curtis, the confidential young man of Johnson's own business rearing, was with him, as usual, at this hour—4 o'clock—to receive his superior's final instructions for the day.

"Well," concluded Mr. Johnson in that icy tone the meaning of which none knew better than Curtis, "that's settled. If that Marden note is not paid tomorrow you go ahead and foreclose the mortgage. This presuming on old friendship and that sort of rot will not go. I've renewed it once, and I'm tired of it."

Curtis smiled and nodded as he shut down the top of his chief's desk. The latter had turned to go, but stopped suddenly.

"By Jove!" he exclaimed. "I almost forgot. My little girl is twenty-one today." The diplomatic Curtis merely smiled his congratulations. "Hand me my private check book, Curt," ordered Johnson. "I'll take it home with me."

Emil, the porter of Charles Thran's leaf tobacco establishment on Water street, New York, was the first member of that firm's force to gasp as Edna, Glenwish Johnson's daughter, alighted

from her electric car and briskly entered his part of the house.

"I should like to see Miss Grace Marden, Mr. Thran's stenographer," she said sweetly.

"Right in there, lady," he said, pointing toward the inner office.

"Hello, Edna," came Thran's voice, cheery and cordial. "What on earth brings you way down to Water street?"

"I came down to see Grace on business, Mr. Thran. You don't mind letting me speak to her in private for a few minutes?"

Thran patted the girl's cheek with the familiarity of a very old friend and ceremoniously bowed himself out of his own office, softly closing the door behind him. Presently, however, the door of the private office opened and Edna stood at the threshold, her face rather pale and her pose unsteady.

"Please come in, Mr. Thran," she pleaded tremulously.

Mr. Thran re-entered his sanctum only to find that his troubles had just begun. His young stenographer was huddled in her chair disturbingly near the verge of tears.

"I can't do a thing with her, Mr. Thran," began Edna fiercely. "I do wish you would make her do it; I can't."

"What is it, Edna?" he inquired, with real concern.

"The whole thing in a nutshell is this: Mr. Marden, this foolish girl's father, owes papa \$5,000, and if it isn't paid before 3 o'clock today papa says

he will foreclose the mortgage or something, and Grace and Uncle Bully John Marden will be homeless. Now, I was twenty-one yesterday, and papa gave me a check for \$5,000 as a birthday gift. I was so happy about it, knowing that it would just cover the amount Uncle John owes papa, and now Grace—Grace—she won't take it. Please make her take it, Mr. Thran."

"Please, Mr. Thran," now came appealingly from the other girl, "please do not try to make me do this thing. God knows I appreciate Edna's motives, and I love her all the more for her kindly intentions. But I cannot take this money from her."

"Edna," he said very tenderly, "you are a very kind, dear girl, and I am proud to know you. But you do not understand, my dear. I am truly very sorry for both of you."

Johnson would gladly have paid the five thousand himself, but was afraid of that man Curtis. After twelve years of patient work to make a real business man out of his young confidential man Johnson did not dare to make so sentimental a proposition.

So he had carefully planned it all, had presented Edna with the check and an admonition to invest it as she saw fit, and then dexterously apprised her of Marden's indebtedness to him and the inevitable consequences of a failure to meet the note the next day.

Johnson only heard of the miscarriage of his plan at about 2 o'clock that afternoon. Returning to his private office from luncheon at that hour, he found his daughter on the verge of tears, with the check in her hand.

"Oh, papa, Grace won't take the check, won't let me help her—me, her best friend."

He turned to his daughter, smiling grimly. The girl placed the piece of paper she had been holding in his hands.

"Come along with me, dearie. You do not have to ask Grace Marden or anyone else to pay that note. All you need do is to go over to the bank and pay it. But as my check is not certi-

fied and, besides, you have never been inside of a real commercial bank, I'll go with you if you will let me."

Edna rewarded her father with a grateful hug and kiss, and they traversed the outer offices. Glen Johnson, accompanied by his daughter, walked authoritatively up to the note teller's window of one of New York's largest banking institutions.

"How do you do, Mr. Johnson?" greeted the man behind the bars respectfully.

"All right," responded the other cordially. "You have a note here for collection, \$5,000, John Marden, maker, to my order. This lady wishes to pay it. Want me to certify it?"

The note teller scrutinized the check.

"Oh," remarked Smith still smiling amusedly, "the check is all right, of course, but I can't take it. The note has been paid, Mr. Johnson."

"Paid?"

"Most unusual thing about this collection," resumed the teller. "It seems everybody wants to pay it. You are the third party to attempt to do so. It wasn't more than ten minutes ago that Miss Grace Marden came in to pay it. She presented a certified check signed by Charles Thran"—

"Oh, Mr. Thran!" interposed Edna gleefully. "So he paid it himself. Isn't that noble of him?"

"Mr. Thran's intentions were good," proceeded the teller, "but he was too late by at least half an hour; but, of course," and here the teller risked a sly wink at Edna's father, "you know who really paid it, Mr. Johnson."

"I! I!" exploded the latter. "Do you think I came over here with my daughter to make a fool of myself?"

"I—I—really, I beg your pardon," stammered Smith. "But naturally I thought you knew when your own Mr. Curtis paid the note."

"It's all right, Mr. Smith," muttered Johnson, stroking his brow. "Come, Edna, let us go."

Johnson was still nervously clutching his daughter's hand as they passed through the outer offices of the Acme-Johnson Grocery Company.

Just before he ushered the girl into the



private office he ordered the office boy to send in Mr. Curtis at once. The culprit entered with his usual placid air.

"Hear anything about the Marden note?" asked Johnson leadingly.

"Yes, sir," replied Curtis dryly. "The note has been paid."

"Oh, it has, has it?" asked the chief sarcastically. "How do you know that since you haven't been to the bank today?"

The smile on the confidential young man's face was serene.

"I've been at the bank, Mr. Johnson," he said calmly. "I went there for the purpose of paying the Marden note."

"And you paid it?"

"I paid it."

"You paid it," repeated Johnson, riled by the other's nonchalance. "We know you paid it, but why? You—in heaven's name! Why did you pay it? There is something behind all this, and I want to know it."

"There is a great deal behind it, Mr. Johnson," admitted Curtis cheerfully. "My life's happiness is behind it. Grace Marden has promised to become my wife."

"And you thought you would do a very wise thing by paying her father's note?" demanded Johnson.

"I thought so," replied the young man with just the slightest note of doubt in his voice. The elder man turned abruptly to his desk.

"I am sure," soothed his daughter, "that you are to be congratulated, Mr. Curtis. And your paying the note was a very noble act."

"Thank you," replied Curtis sheepishly as he took the dainty hand she had extended.

Ungallantly and ungratefully, he wished the radiant young woman showering him with appreciation would suffer him to get away or—better yet—would depart herself and leave him to have it out with her imperious, heartless father alone.

But suddenly Johnson rose to his feet. The young assistant's worried expression gave way to a triumphant grin at sight of the changed countenance of his chief, for the good old fighting gleam shone in those eyes once more. Johnson handed the young man a check he had written.

"Now, listen here, Curt," he said sharply. Curtis knew the tone and hearkened attentively. "This is an order, and if it isn't carried out to the letter I'll fire you." Johnson's gray eyes softened as he continued: "Curt, you have put your good self in a fix. Bully John's daughter is too proud to stand for what you have just done. Don't I know the girl? Now, boy, you go over to the bank and stop that fool deal you just made. Now, you listen to me!" as Curtis made a gesture of protest. "Listen to sense, will you, even if you are in love! You go over to the bank and do as I say. Then you come back here with that abominable note. And then it's my move. I'll write Marden a letter, agreeing to extend that infernal note of his another four months. I'll tell him—er—anything—changed my mind or something. Well, never mind what I'll tell him; that's none of your business nor," turning to his daughter, who had laughed audibly, "any of yours either, madam. That saves the girl's pride and relieves the old man's anxiety. Now, listen to me, you two—two—well, never mind!" for Edna had laughed irreverently again. "I want you to know this much. I pay the \$5,000—do you get that? I—Glenwish Johnson—and no other living man, or woman either! Now, Curt, scoot!"

Curtis having "scooted," father and daughter faced each other with a new and better understanding.

"I am so proud of you," she murmured. Glen Johnson caught the tears in her voice even before he saw them on her cheeks.

"You mustn't cry about it, girlie," he said tenderly.

But she did cry about it, while her happy father held her very close to his breast, for he knew that every tear she shed was a token of her new love and reverence for himself.

### Leap Year Refusal

'Tis very kind, indeed, of you  
To offer to become my wife;  
To say you love me as you do  
And wish to share my simple life.

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But do not grieve at what I say,  
 Dear Maud; I really love another.  
 In anger do not go away;  
 I will consent to be your brother.

I'm sorry, Maud, I really am,  
 That you should have learned to love me so;  
 For me you should not care a—darn;  
 I never meant to be your beau.  
 Your husband, Maud, I cannot be.  
 My heart belongs to another;  
 I'm sorry you've proposed to me,  
 But I can only be your brother.

If you should ever want a friend,  
 I trust that you will send for me;  
 On me you always may depend,  
 I'll come to you where'er I be.  
 Surely there is some better man  
 Who'll gladly take you for his wife;  
 So find him—I am sure you can—  
 I'll be your brother all through life.

—*Detroit Free Press.*

### The Queen's Birthday Gift

BY F. A. MITCHEL

The map of that part of Europe in which began the great European war has been changing ever since it was a part of ancient Gaul. Centuries ago there was a kingdom composed largely of what is now Flanders. The capital was probably Ghent, though the time of my story is so remote that one cannot be sure about this. The country was then governed by a queen who had the same name as the present ruler of Holland—Wilhelmina.

One day a farmer living on the outskirts of the capital said to his son, a strapping young man just come of age:

"Hans, I wish you to take into town a cartload of flowers. I learn that tomorrow is the queen's birthday, and there will be a great demand for the flowers on the part of courtiers to bestow upon her majesty. I hear she is both young and beautiful and that she will take a husband from one of her own subjects. Therefore many gallants will wish to bestow gifts upon her, and there is no gift that will so touch a woman's heart as flowers."

Hans obeyed his father. Going out to the barn, he harnessed a mule to a cart and then drove it into the garden. It was the month of June, and there were many roses in bud and in bloom. Hans loved the roses better than any other flower and put so many in the

cart that there was no room for any other flowers. However, he knew that roses brought the best price, so he concluded to leave the load as it was. Then going to his room he put on the clothes he usually wore to the city, a doublet of dark blue and hose to match. Then girding on his sword—every one wore a sword in those days—he mounted his cart and drove the mule toward the capital.

Hans had no sooner reached the outskirts of the city than he met a young man in a very brilliant costume and with feathers in his hat and other marks of being a noble. Seeing the roses in the cart, his eyes lighted with pleasure.

"How much for your roses?" he asked Hans.

"They are not for sale at present," replied the countryman. "If they are wanted here they will bring a better price when I approach the palace, for this is the queen's birthday, and there will be many gallants wanting flowers for gifts to her majesty."

The man abused Hans for a country bumpkin, but Hans drove on, paying no attention to him. Hans was stopped many times by courtiers, sometimes men, sometimes women, and received many offers for his load, but he drove on, always saying, "If you are willing to give so much here what will I be offered when I reach the market place in the center of the city?"

Finally he stopped the mule at the palace gates and was about to drive into the courtyard when he was stopped by a sentry.

"I have a gift for her majesty Queen Wilhelmina," said Hans. "Let me pass."

The chamberlain happened to be looking out of a window at the time and, seeing a cartload of roses below, thought himself that there was a fine opportunity to buy flowers with which to decorate the throne room, in which his royal mistress would that day receive her birthday congratulations. Running down and out, he said to Hans:

"How much for your roses, my man?"

"They are not for sale."

"But you must sell them. I wish to

buy them for the queen. I will give you a thousand florins for them."

"I intend them for a birthday gift to her majesty."

The chamberlain looked at Hans as if he thought him daft.

"Come, come," he said coaxingly. "Don't be a fool. The queen will not accept a gift from such as you. But she must have your roses. So many are not to be had elsewhere. Drive them into the courtyard, and I will pay you."

"I will drive them into the courtyard, but only as a gift for her majesty," replied Hans.

"We will see about that," cried the chamberlain angrily, and, taking the mule by the bridle, he led him through the gateway into the court and stopped before a door of the palace. Then he went inside to summon servants to carry in the roses while he obtained the money to pay for them. He returned, leading half a dozen lackeys with baskets, and he held in his hands a bag containing a thousand florins. He found Hans standing before his cart with folded arms.

"Get out of my way," said the chamberlain.

"If you touch one of the flowers," said Hans, drawing his sword, "I will make a hole in you."

"Treason!" cried the chamberlain. "Guards!"

A dozen soldiers came running to the scene. The queen, hearing the words "Treason!" and "Guards!" and fearing a plot or a revolution, put her head out through an upper window and asked to know what was the matter.

"This countryman," said the chamberlain, "refuses to sell his roses, which I wish to decorate the throne room for your majesty's reception today."

"Perhaps you have not offered him enough for them," said the queen.

"I have offered him a thousand florins."

"That surely should be sufficient. Why will you not sell me your roses, my good man?"

"Because I have brought them for a birthday gift for your majesty."

"A birthday gift!" exclaimed the queen, surprised.

"I have told him," put in the chamberlain, "that your majesty would not accept a gift from such as he."

The queen looked down on the scene below for a few moments without speaking. "The fellow," she said to herself, "has some boon which he wishes in return for his gift." Aloud she said:

"I will accept your roses. Is there anything I can do for you to show my appreciation for your offering?"

"None, your majesty."

The queen was taken aback at this, but since she had given her royal acceptance of the gift she could not take it back. So she thanked Hans, and the lackeys carried in the roses, and Hans drove away, the courtiers and others who had collected laughing in their sleeves at him.

Hans drove back to the farm, where his father, seeing the cart empty, asked him how much he had received for the roses.

"Nothing," Hans replied. "I presented them to the queen for a birthday gift."

Hans told his father what had occurred. The old man was much pleased until his son told him that when the queen asked him what she could do for him he had said "Nothing." Then the father abused him for a fool. But Hans replied that if showing one's loyalty to one's sovereign were being a fool then he was glad to be one.

Queen Wilhelmina waited a month before taking any further action in the matter of her gift of roses, then made inquiries as to whether Hans had sent in any request for a favor of any kind. When she was told that he had not she thought a great deal about Hans and what she should do in the matter. She considered it beneath the dignity of a queen to accept a gift from a subject, certainly not one of lowly origin. She sent for him, and when he appeared she said to him:

"I have need for your services. I am going to try you in the diplomatic service. There is a boundary dispute between me and King Carl, whose dominions adjoin mine on the east. My prime minister will instruct you as to

the matter, after which I wish you to proceed to King Carl and make as good a settlement as you can."

"But, your majesty," Hans stammered, "I am but a countryman, unskilled in"—

"Something tells me," the queen interrupted, "that what others have learned by study and experience you know intuitively. This is not a request, but a command. Go, and on your return report to me what you have done. My chamberlain will provide you with the necessary funds."

Hans after acquainting himself with the case he was to handle, dressed in proper apparel, went at the head of an embassy to King Carl, and, being closeted with him, the king steeled himself against the ambassador as he had against others. But Hans began at once to gain his confidence. He learned from the king on what he had set his heart and relinquished all claim to it. This enabled him to get what the queen wanted. The result was that he made a very satisfactory agreement. When he returned and reported what he had done, the queen was very much pleased. She created him a noble and placed him at the head of all her diplomats.

Hans, after acquainting himself with the duties of his new office, sent his father a thousand florins, the amount he had been offered for the roses, and the old man, who had heard of his son's preferment, about which every one was talking, wondered how such a fool had been able to achieve such honors so far beyond his station.

Hans grew continually in influence. Those were warlike times, and ambassadors had tried to gain their ends by threatening war, and if they did not try threats they resorted to chicanery. Hans' plan was always the one he had tried with King Carl. He sought to discover what was for the best interests of both parties, and when he had done so to convince the sovereign with whom he dealt of the fact. In this way he achieved a reputation for statecraft which was really nothing but common sense and a liberality which in the end resulted in his sovereign's profit.

One day Queen Wilhelmina asked

Hans what she could do for him beyond what she had done to repay him for the valuable services he had rendered her in preventing war.

"Permit me," replied Hans, "on your next birthday to send you a cartload of roses."

When Queen Wilhelmina was assured that Hans would name no other favor she granted it, and on the anniversary of the day that he had made the first gift he made another, only this time the cart was driven by one of his servants. When Hans went to the palace to offer his congratulations, instead, as before, of being informed by the chamberlain that the queen would not accept a gift from such as he, that functionary announced to him that her majesty had decided that a proposition of marriage from him would be agreeable to her.

There was much debate among the queen's subjects who knew the story of Hans' birthday gift whether he made it simply as an act of homage to a sovereign or whether he aspired to her heart and hand. But no one except Hans knew that, and he never told.

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### Capturing a Bride

BY ESTHER VANDEVEER

On the western coast of Central America is a tribe of Indians who are very proud of their ancestry, tracing it to the Aztecs, who were a semi-civilized people. They trade with other races, but marry only among themselves. Nature in tropical climates supplies food in such superabundance that the natives may exchange what they don't need for what will provide other necessities than food.

The principal food produced among this tribe of Central America is coconuts. The Indians do not need to climb the trees to gather them, for when they are ripe they fall to the ground. All day at the harvest season there is a constant dropping, and at night one who is unaccustomed to the sound will be kept awake by it.

There seems to be a natural law that those who don't have to work for a living consider themselves better than those who do. Whether it was this immunity

from labor or the fact of the blue Aztec blood in their veins, these Indians would admit of no union among their people with any other. Their coconuts brought ships to their shores, and the sailors necessarily came ashore to load them. This was always done by daylight, but when night came every man on the island must leave.

The Aztecs described by the Spanish conquerors were a delicately made race, and some of their women in their dusky way were beautiful. So it was with these Indians of Central America. They would go to the shore in groups while the sailors were loading their boats with coconuts, and doubtless there were glances between them and the Jack tars. But the girls knew that there must be no further courting, for should there be the life of one or both would be forfeited.

One day a ship was loading coconuts on the shore of these proud people. Several girls stood on the bank watching the yaws come to the beach, take on a load of coconuts and start back for the ship. This getting a boat over the breakers is always an entertaining sight. Several men walking in the shallow water would pull the boat out to where the oars might take hold; then the oarsmen, watching an opportunity between waves, would pull lustily in order to pass the next wave before it broke. Unless the boat was skillfully handled it was liable to be capsized.

The morning when the girls were watching the sailors the breakers were quite high. The rudder of a boat coming from the ship was unshipped by striking a bar a short distance from the shore, and, the coxswain not being able to keep her straight for the shore, her side was turned to the incoming waves, and she was capsized. Some of the men in her got ashore, and some were drowned. One was washed ashore some distance below where the boat was to have landed. There he lay, rolled hither and thither by each succeeding line of foam that slid high up on the beach.

The men who succeeded in getting ashore alive were helped by the girls, who waded into the water for the purpose. One girl, seeing the body that had been

washed ashore some distance from the others, ran to him.

Lying unconscious on the sands, his light curly hair stirred by the ever moving water, he was a picture of manly beauty. He was Ned Phillips, considered by his mates the daredevil of their number. He never went ashore that he did not get into a scrape, and on several occasions had been saved by some of them from getting killed.

The girl knelt by him and lifted his head in her arms. Whether it was their warmth or the change of position or that he had been revived by the air, he opened his eyes and looked into a dusky face with sympathetic eyes, all of which seemed very beautiful to him. He had become exhausted shortly before being thrown up on the beach and was therefore not very far gone. He returned the look of sympathy with one of gratitude, admiration and love. Then, staggering to his feet, he pulled himself together, and the two rejoined the others.

But Ned was not in condition for anything but rest. He lay down on the sand, and the girl who had raised him from the water sat by him and fanned him with a tropical leaf. For a time the other girls stood about them looking down at Ned's pale face and limp figure. But young people soon detect the mating of those about them, and one by one the girls stole away and left them together. Presently one of the other girls came and whispered something in the ear of Ned's mate, and with a frightened look she rejoined the others. Some native men were coming.

In due time, the sea having gone down, the process of loading was resumed. Phillips, with two other men who had suffered by the spill, was left on shore to recuperate. This was bad policy so far as he was concerned, for the girls resumed their position as watchers, and Ned caught a few moments when no native men were present to endeavor by signs and a few Spanish words he knew—some of which the girl who had taken him in her arms understood—that he was grateful.

Forbidden fruit is the sweetest. This girl knew that by encouraging this white man she was bringing upon herself the

penalty of death, and Ned, too, was aware of the fact. While native men were present both were circumspect; when no one except sailors saw them they failed to conceal the bonds that were quickly being bound around them.

An old adage is "Love laughs at locksmiths." There were no locks and keys for these lovers, but there were plenty of persons to note what was going on between them. How they managed to secure a few moments now and again without being seen by any of the natives or whether they were seen by some who did not betray them is a matter which does not appear. The sailors would do anything in their power to protect Ned, and it may be that the girl had friends of her own sex who would screen her.

The weather proving at times unpropitious the loading of the ship was delayed, and Ned Phillips' love affair had time to grow strong. Either luck favored him or friends helped the pair to avoid detection until the ship was ready to sail; then the storm broke over the heads of the white sailor and the Indian girl.

Ned had become so infatuated that he resolved to attempt to carry his love away with him. The girl, though loath to leave those who had been all the world to her for a new life of which she knew nothing, was ready to make the plunge, though she realized that if she failed in the attempt her life would be forfeited. The evening before the ship was to sail Ned pulled ashore alone in one of the ship's boats. The Indian girl was concealed in a grove of coconut trees some 50 yards from the verge. She had recently been suspected and was watched by one who saw her enter the grove. When this person saw Ned coming he gave the alarm, but too late to prevent the girl from getting into the boat.

There was but little sea rolling, and Ned was pulling from the shore when a short distance up the beach the girl saw a party of Indian men hurrying a canoe to the water. A race was at hand, with two lives at stake. Ned's muscle was equal to a spirited pull, and he gave way at once with all his strength. The girl sat in the stern and covered her face with her hands.

A ship's boat is not usually made for one pair of oars. Although Ned had the smallest one of the lot, it was very heavy. But so much depended upon the effort that he had strength far beyond what was natural to him. His distance from the ship was a trifle less than that of the natives, but they could pull much faster than he. They were gaining on him, and he saw that despite the marvelous effort he was putting forth they would intercept him when the girl, who faced the ship, took her hands from her eyes, and a newly awakened hope shone in her face. Ned burned to have a look at what she saw, but dared not cease rowing long enough to do so. But by signs she contrived to tell him that a boat was being lowered from the ship, and in another moment it was full of men and coming toward them.

There were now two points at issue—first, to save their lives the lovers must meet the ship's boat before the Indians could overtake them; second, if they succeeded in this a fight must occur between the rescue party and the pursuers. On came the sailors, now and again some one of the oarsmen in his haste striking the water and sending up the spray. On came the Indians, paddling carefully, but rapidly. Ned could see only the latter and knew that unless his friends were pretty near it would be all up with him and his love.

He saw a man in the bow of one of the canoes raise a spear and aim it at the girl. While it was coming from the canoe Ned turned the boat just in time to save her. The man took up another spear and was about to hurl it when there was a report, and the spearman dropped. He had been shot from the ship's boat.

The three boats now came together. The canoe contained, among others, the father of the girl, who was bent on killing both his daughter and the man who was carrying her away from her people. The sailors, not wishing to kill the Indians, fought with their oars. The Indians had had time only to collect a few spears, and they were soon sinking to the bottom without having done any serious damage. Ned kept his eye on any one who showed

signs of injuring the girl, and no sooner was a blow aimed at her than he parried it with his oar. Finally with a blow he sent one of her enemies into the water and upset the canoe.

This ended the fight. While the Indians were hanging on to their canoe a man in the ship's boat threw Ned a rope. All gave way, and Ned and the girl were pulled to safety.

When the lovers were taken aboard the ship the crew, who had been watching the flight and the fight, greeted them with a lusty cheer. Even the captain, whose duty it was to keep his men from interfering with the natives, with whom he traded, could not refrain from a hearty welcome.

Contrary to what might have been expected, the match turned out a happy one. Ned concluded to leave a seafaring life and settled down on the coast of New England, where he engaged in fishing. He has accumulated some means and owns the house in which he lives. He has several stalwart sons and comely daughters of a darker hue than himself, but lighter than their mother, to whom he has often told the story of how she was captured with a death penalty hanging over her.

### Aunt Agatha's Diplomacy

BY CLARISSA MACKIE

"My dear Agatha," said James Heminway, as he sat down in one of his sister's green brocade chairs and placed his hat on the polished mahogany table, "I haven't come to stay; I merely ran down to Glenwood to ask your advice and cooperation."

"I suppose it's Dorothy," said Miss Heminway, settling her fat form fussily in an easy-chair.

"It's Dorothy again," admitted Heminway, with a troubled frown. "You know, Agatha, that my girl is a bit independent—like yourself," he smiled ruefully, "and that is why our wills so often clash. Now it is a matter of marriage."

"Marriage!" shrieked Agatha. "Don't tell me that child has eloped with somebody!"

"No; whatever put that notion into your head?" demanded Heminway impa-

tiently. "She has been engaged to Dick Forester for three months. You knew that?"

Agatha nodded. "She 'wasn't happy a bit about it, either," she said seriously.

"Agatha, you knew Dick and Dorothy were fond of each other," protested Heminway, growing rather red about the ears.

"In a brotherly and sisterly sort of way, or with the affection of cousins," argued Agatha firmly. "I will say that Dorothy tried to obey you that time, James, although anyone could see that the child was unhappy about it. Now, tell me, what is the present trouble?"

"Dorothy has broken her engagement to Dick—and she has fallen in love with my chauffeur."

"With your chauffeur!" cried Agatha in a horrified tone that gratified her brother's injured feelings. "Not that chattering Frenchman—Henri?"

"No—no—give my girl credit for some good taste," cried Heminway impatiently. "Henri left six months ago and since then I've had a young chap from Colorado, Woodruff by name. He's the best chauffeur I ever had, knows a machine from A to Z. Quiet, dependable sort of fellow, and what does Dorothy do but take a fancy to him and he to her—Agatha, he had the audacity to come to me yesterday morning and announce that he loved my daughter and asked permission to marry her!"

"James!" shrieked Agatha, trying to suppress a thrill of warmth at the recital of this romance in real life.

"Yes," said James grimly, "he had a splendid nerve. There was only one thing to do, and I did it!"

"What was that?"

"Fired him on the spot," snapped Heminway, arising and pacing the floor nervously. "After he had gone—and, confound the puppy, he took his dismissal in a quiet sort of way; he was more self-controlled than I—after he had gone, why, Dorothy came running down and I told her about it, expecting she would be highly indignant at his presumption in aspiring to her heart and hand."

"And what did she have to say?" asked Agatha eagerly.

"At first she cried because I had dismissed him; then she flared up and said she loved him and that she would never marry anyone else, and right under my very nose she telephoned to Dick and broke off her engagement with him. It's a fearful mess," he groaned.

"Poor Dick," sighed Agatha. "I suppose he is broken-hearted."

"Poor Dick doesn't seem to need your sympathies. Aggie! It appears that the engagement was something of a burden to him as well as to Dorothy. He had fallen in love with Cyrus Blank's pretty little girl and he is happy enough over the outcome. Seems he has offered to stand by Dorothy and her chauffeur, if necessary."

"Oh, oh!" gasped Agatha, feeling that her well-ordered world was turning upside down. "What have you decided to do, James?"

"I have decided to let you take Dorothy in hand and try to cure her of her infatuation for young Woodruff."

"What shall I say to her?"

Mr. Heminway arose and picked up his hat and gloves.

"I am leaving that to you, Agatha. You know that you have always been considered the most diplomatic member of our family; you have smoothed out many perplexities for the rest of us, and now I am asking you to cure my motherless girl of her infatuation for this penniless adventurer, for I believe he is no more than that, although I must confess that the rascal has rather a winning way with him."

"I will do the best I can for you, James," agreed Agatha as they parted an hour later.

So Agatha sat down and telephoned to Dorothy and invited her to come down and spend a week at Glenwood.

Dorothy arrived in the morning and, beyond a sweet seriousness that only added to her charm in the eyes of her relative, she appeared to be just the same lovable girl as ever.

While Miss Heminway and Dorothy were having their tea in the side porch that May evening Aunt Agatha was trying to win Dorothy's confidence by skillful questioning. At last the whole story of

Dorothy's love affairs was out, and somehow, watching the love-light in the girl's soft eyes and perhaps remembering an unfinished love affair of her own far-away youth, Aunt Agatha had not the heart to admonish the girl.

While they sat there there came a sound through the quiet village street.

It was the sound of an approaching motorcar driven at high speed.

Miss Agatha stood up and looked anxiously across the old-fashioned garden surrounded by its moss-grown and picturesque old picket fence.

She rushed to the steps just as a small gray motorcar whizzed around the dreaded corner of the road beyond her garden and crashed through the ancient picket fence and came to a standstill in the middle of her bed of sweet lavender.

"Oh-h-h!" shrieked Miss Agatha as she waddled down the garden path.

"Is he hurt? Is he killed?" panted Dorothy as she flew past her aunt. "Don't you see, Aunt Agatha, there's a man in the machine?"

"He's out of it by this time—and spoiling my lavender bed," shrieked Agatha as she came upon the scene.

"He is quite unconscious, Aunt Agatha," said Dorothy, with tears streaming down her cheeks. She was kneeling beside a lean, brown young man who was lying with his face in the young lavender plants. "I am afraid he is dead."

"Nonsense," quaked Aunt Agatha. "I'm surprised at you, Dorothy, growing hysterical over such a matter! Calm yourself at once. Go into the house and send Sarah out here. Ah, here come some of the neighbors! Go at once and telephone for Dr. Gray."

In half an hour the crowd had dispersed and the injured motorist was reclining between the lavender-scented sheets of the bed in Miss Agatha's best room.

Dr. Gray had reported that the young man was suffering from shock and numerous bruises and would be as well as ever in a day or so.

It was the evening of the second day after the accident.

Miss Agatha and Dorothy were having

tea in the side porch. There were frosted cake and damson jam, cottage cheese and a delicious salad. Upstairs in the spare bedroom Mr. Kirk was sitting up in bed enjoying the same delicacies from a tray brought by the interested Sarah.

Miss Heminway was talking about their unexpected guest.

"I like Mr. Kirk so much, Dorothy, dear," said Agatha as she helped herself to some jam; "he is such a clean cut, manly chap, and there's a sort of set look about his mouth that betrays strong determination—if he set his heart on anything he would surely gain it."

"You think so, Auntie?" asked Dorothy demurely.

"Yes, my dear! Do you know he told me that his father is the president of the G. W. P. railroad—and that his father made a wager with him that he couldn't earn his living for one year—and he says he did it, too! He didn't say how he did it, but he won the wager and now he has invested the money in a business and he says he's made another wager with the old man—that's what he called him, and it slipped my tongue"—apologized Aunt Agatha in a shocked tone—"dear me, what was I saying?"

"You were saying he had another wager with his father," prompted Dorothy in a still, small voice.

"Oh, yes, he has declared he will make a fortune that will equal his father's in ten years; he really has grit and determination."

"Yes, indeed," agreed Dorothy.

"He is very handsome, don't you think so?" ventured Aunt Agatha craftily.

"Quite," said Dorothy indifferently.

"I shall be sorry to have him go, won't you, my dear?" she pursued.

"Yes," said Dorothy. "You have been very kind to him, Auntie."

"Dorothy, I've lost my heart to him," confessed Aunt Agatha. "If your chauffeur had been like Mr. Kirk I would not have blamed you one bit!"

"Really, Aunt Agatha?"

"My dear!" cried Aunt Agatha, wiping her tears away. "Now, I do want you to be happy, and at the same time I want to do my duty by your father. I wish I knew what to do!"

"Don't you really know what to do, Aunt Agatha?" asked Dorothy in amazement. "Why, father has always quoted you as being the most practical and most diplomatic woman of his acquaintance!"

"My dear," said Aunt Agatha solemnly, "my diplomacy is a mere humbug—I haven't the diplomacy of a cat!"

"Oh, Auntie!" Dorothy hugged her in silence.

"If I had my way you wouldn't marry Dick Forester at all. You should have your chauffeur at once!"

"Auntie, dear, if Dick married me now he would be committing bigamy," announced Dorothy. "Half an hour ago he telephoned to me that he and Cissy Blank had just been married and were going to break the news to her father."

"I am so glad, dear," sympathized Aunt Agatha, and then she added wistfully: "I don't suppose you could manage to fall in love with Mr. Kirk? It would be such a lovely arrangement all around. His father is very wealthy—that would please James—and then Mr. Kirk is such a fine character, and so very lovable"—

Dorothy's arms went around her aunt's neck.

"Aunt Agatha, what would you say if I confessed that I do love Mr. Kirk?" she whispered in that good lady's shocked ear.

"Dorothy! So soon after!"—gasped Miss Agatha.

"Oh, I've loved him for a long, long time, Auntie, dear. Can't you guess that your Mr. Kirk is my Paul Kirk Woodruff—my chauffeur, as you call him? I didn't know that he was a rich man's son until you told me a little while ago. He had kept his secret well. But I love him in spite of that. So there! He was coming down here to run away with me—oh, he is a most determined young man, Auntie—when he ran plump into your garden."

It was a half hour before Aunt Agatha could calm herself sufficiently to digest the details of this romantic affair. When she finally understood that Dorothy's chauffeur was the son of a railroad president and was none other than her fascinat-



ing guest who had broken down her cherished picket fence she went upstairs with Dorothy and promptly kissed her nephew-in-law to be and gave her sanction to the engagement.

Later she telephoned to her brother to come down to Glenwood.

At 10 o'clock that gentleman appeared somewhat disturbed over the peremptory message as well as by the news of Dick Forester's hasty marriage.

"By Jove, I almost wish I'd let Dorothy marry Woodruff," he said bitterly.

"I've already told her she could marry him," said Agatha calmly.

"The deuce you have!" cried Heminway indignantly. "You lose that motorcar, Agatha."

"I know it," said Miss Agatha bravely, and then she proceeded to tell the story of the flying motorcar and how its unexpected arrival in her flower beds had scattered all thoughts of diplomacy to the four winds. And she told the story of the young man from the West who had masqueraded as a chauffeur in order to win a wager and at the same time she made it clear that she approved of Kirk Woodruff, even if he had turned out to be nothing but a penniless young man.

"Where is this young man?" he asked after a while.

"He is sitting in the side porch with Dorothy," said Agatha, and she led the way to where the happy young lovers were sitting.

"Well, Woodruff, this is a surprise," greeted Heminway as he shook hands with the young man who had posed as his chauffeur.

"Yes, sir. I hope you're going to overlook my utter unworthiness and permit me to marry Dorothy."

"I may as well give my consent, otherwise you'll marry her anyway," admitted Mr. Heminway, smiling, as he gathered Dorothy in his arms.

He looked across Dorothy's sunny head and straight into the brown eyes of Mr. Paul Kirk Woodruff. "I say—Paul, that really was an accident—breaking into Agatha's garden and mowing down her cherished fence and her lavender plants?"

Paul Kirk Woodruff never wavered an

eyelash as he returned his future father-in-law's hard stare.

"How could you think otherwise, sir?" he asked meekly, and Miss Agatha never knew why her brother grew so hilarious over the simple answer.

But Miss Agatha got her little motorcar after all, for her brother declares she is "an unconscious diplomat," and Agatha is still trying to understand what James really meant.

### A Mystery of Jewels

BY F. A. MITCHEL

When I first met Lucy Larraway she was living with her mother, and they were having a hard time to make ends meet. We were both very young then and formed a boy and girl attachment. As we grew older and I reached an age at which I realized that I had a career before me and must be considering how to meet it, the fact that neither Lucy nor I had any capital seemed to render a marriage between us undesirable.

I don't remember that I stated this to her in so many words. Indeed, there was no need to do so, for she spoke of it herself. She was a practical girl and looked at things as they were rather than as she would have them. "I would only be a drag on you," she said. "You are capable of taking a good stand in the world provided you don't handicap yourself in the start with a wife who must throw the whole burden upon you."

"Would you have me—that is, considering yourself out of the question—marry a girl with a fortune?"

"No," she replied; "I would not."

"What are your reasons?"

"First, it would deprive you of the stimulus of necessity, which is the foundation of all or nearly all success. Second, I do not believe that any poor man of proper pride can ever feel comfortable if his wife possesses a fortune and he has nothing."

"The deduction being that a poor man had best not marry so long as he is poor?"

"Rather that if he marries a woman who supplies comforts and luxuries he is in an unpleasant position, and if he marries one as poor as himself he is very badly handicapped."

In all this I agreed with Lucy, but I neither admitted nor denied its truth. We being practical young persons, there was never a proposal on my part or an acceptance or refusal on hers. We conferred upon the matter of our marrying much as two persons will talk over the practicability of forming a business partnership. Whatever of love there was underneath this commonsense deliberation was unexpressed.

This condition lasted about a year, when Lucy's mother died. It seemed to me that Lucy might best marry me, for she must live alone. But the conditions were otherwise unchanged, and since her mother had been nonproductive pecuniarily Lucy could provide for her wants more easily than before. I was then struggling to get a start in my profession, and it did not seem wise for me to urge her.

Then followed a period in which Lucy and I saw very little of each other. I was away from home a great deal, and I heard of her being away, too, though where she had gone I did not learn. I wrote her a despondent letter, in which I said that at the rate we were progressing—or, rather, not progressing—financially she would soon be an old maid. I advised her, if she found a suitable opportunity, to marry. She replied that if she found the opportunity she would let me know before engaging herself.

Such was the very practical situation when one morning I received a package by express. Not expecting anything in that way, I looked long at the typewritten address before opening it. There seemed to be a box under the wrapper, and had it not been very light I might have feared an infernal machine. Untying the string and taking off the cover, there, true enough, was a box. Its lid was on hinges and was held shut by a spring, which I pressed, and raised the lid.

I recall with the freshness of that moment the dazzling splendor of what lay before me. The box was lined with purple satin, on which rested a heap of diamonds. For a moment I was lost in contemplation of their beauty; then I

began to wonder how they could have come into my possession. Again I took up the wrapper and scrutinized the address. There were my name, street and number, plain as the stones in the box. Turning again from the printing to the jewels, I made a rough estimate of their value. Several large stones I believed, if genuine, to be worth between \$10,000 and \$12,000 each. There were many smaller ones, and when I figured up the value of each I concluded the lot was worth not much less and not much more than \$50,000.

After many theories as to why this treasure had been sent me I came to the conclusion that it had been stolen, the thief had feared being caught with it in his possession and had shipped it by express to get it into the hands of someone else. But in doing so he must have given up all claim to the property, for he must have expected that the receiver would report the matter to the police. But why had he chosen me for his purpose? My only theory on this point was that he had taken up a directory to find a name and address and his hitting on mine was a mere coincidence.

Being a methodical sort of person, I thought out what I would do before doing it. I made a list of the stones, giving a description of each, then started for a safety deposit company. On the way I submitted the jewels to a diamond expert, who pronounced them genuine, of excellent quality and offered me \$60,000 for the lot. At the deposit company I rented a box, locked the stones in it, then reported the matter to the police.

There had been several jewel robberies reported, but none very lately. I looked over the description in each case, but none of them tallied with the case in hand. Mine were all unset, but this made no difference, for they might easily have been removed from the setting. Mine were all diamonds, while in the other cases the stones consisted of various jewels.

By arrangement with the police I had each stone weighed and described by a diamond expert, and they were authorized if anyone described any of the jewels correctly to put him in communi-

cation with me, that he might prove property. A number of descriptions of stones or lots of stones came to me, but none tallied with those that had been sent to me. It was impossible that I should be imposed upon in a matter of weight alone.

The theory of the police was that the jewels had been stolen, probably in one lot, from a diamond merchant, who had reasons for not reporting his loss. Sometimes those losing goods, suspecting or not suspecting the thief, put a private detective on the case, who advises keeping the whole matter secret. I showed the gems, the box in which they came, the paper in which they had been wrapped, to a detective, who studied them closely, but without getting a clue. Had the box been a new one he might possibly have traced it from the maker to the person who had bought it, but it was evidently very old, nothing of its kind having been manufactured for many years.

I told no one except officials of my find for several months. Then I informed Lucy Larroway of it. She gave me no assistance in ferreting out the sender. That I had not yet heard from him did not argue that I would not hear at any time, though the longer the delay the less likelihood. The fact of their having been sent to me instead of a confederate tended to indicate that when the thief had shipped them his object was to get rid of them without even calling for them.

Lucy suggested that there was some story in high life connected with them, possibly a tragedy. She fancied, for instance, a profligate son of a wealthy father stealing them from him, then becoming terror stricken at exposure and shipping them at random. A case like this would probably never be exposed.

As time went on this theory or something like it seemed to be gaining ground with Lucy, and I fell in with it myself. I stated it to the police, who told me that not a tithe of the skeletons in family closets ever walked out into the open. Possibly an explanation of this case of mine might come in time, but there was little likelihood of my hav-

ing been put in possession of the jewels temporarily or I would have been called on for them before now.

At last I came to the conclusion to use the property for my advancement. At a time following a financial panic when securities were much depressed I made a loan on the diamonds and bought productive property. A quick rise followed, and I sold out at a considerable profit.

When I told Lucy of what I had done I expected that she would blame me for jeopardizing property that I might at any time be called upon to return. She did not seem to take this view of it, however, reminding me that I had done all I could to discover the owner, whereupon I told her that I now saw no reason why we should not be married, and she consented.

For years the diamonds remained in the safety deposit company's vault. Children grew up about Lucy and me. But I prospered, and there was enough for all. When sons and daughters were going to college and our expenses were considerable my wife suggested that I sell the jewelry and put the money into interest-bearing property. But I declined doing so, intending them for my children after my death.

For 30 years I lived a happy life with my dear wife; then she left me. Some time after her death I devoted myself to the melancholy duty of weeding out those numberless effects, consisting of old letters and trinkets, that accumulate during a lifetime. Going over some private papers of hers, I found a list of diamonds, giving their standing as to purity and their accurate weight. I recognized that it comprised the gems which had been sent to me years ago. I could not remember my wife having had a copy of this inventory.

Passing on to other papers in the same receptacle, I came upon a will executed more than 30 years before by one Jane Larroway, bequeathing to her niece, Lucille Larroway, all her property. I opened my eyes at this and pushed on through the bundle of papers among which I had found it and saw at once that they concerned the settling of the estate of Jane Larroway, and that Lucy had received an inheritance of \$63,000.

If ever man looked back with emotion on a noble deed of one lost I did on seeing the evidence that my beloved Lucy had converted a fortune into diamonds and given them to me, concealing herself as the donor. Oh, that I could bring her back for one moment in which to take her in my arms and tell her—or try to tell her—what I felt!

Alas, how many of us realize sacrifices that have been made for us only after the beloved one has passed beyond our gratitude.

I told my children what their mother had done for us all and divided the gems among them to keep in memory of her.

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### The Hackstaff Case

BY LOUISE B. CUMMINGS

In the village of Atherton lived a widow forty years old who had a head for business. She would buy an old house cheap for cash, put it in complete order and sell it at a profit. Sometimes she would have several houses under process of repair at the same time. The widow attended to the finances and contracts, but relegated the superintendence of the repairs to a young man not quite thirty years old, named Jack Hackstaff.

One day it was announced that the widow had married her employee. The women exchanged glances, as much as to say: "What a fool she is to tie up with a man ten years younger than herself. She'll rue the day she did it." The men agreed that any young fellow of thirty who married a woman of forty for her money paid a high price for tying himself up with an old woman.

However, the Hackstaff couple seemed to get on very well, at least till Mrs. Hackstaff got tired of repairing houses and found a better field of operation. But even then there was no cause to suspect that they were not getting on together. Nevertheless such suspicion was entertained by persons who noticed that Hackstaff, having been deprived of active occupation, showed some discontent.

"She had better have kept him busy," said the women. "He owes his living

to a woman," said the men. "He'll either try to get the funds into his own hands or, if he has a proper pride, will dig out and shift for himself."

When Mrs. Hackstaff stopped turning old houses into new ones it was observed that she had not sunk into idleness. Had she explained what new method of making money she had taken on it might have saved a great deal of trouble.

It was noticed that the Hackstaffs were absent from home a great deal, but that they never went together. When Mrs. Hackstaff was away her husband was at home, and vice versa. It leaked out through banks with which Mrs. Hackstaff's accounts were kept—after her marriage she continued to do business and keep accounts in her own name—that she was steadily accumulating funds and was not only using her capital, but all the credit she could control.

During the autumn the Hackstaffs were observed to be away a great deal. When winter came they remained at home together and appeared to have very little to do. In the spring one—sometimes both—started out very early and remained away till summer came. Once when Mrs. Hackstaff bought her ticket a neighbor stood beside her and noticed that she purchased a long string of tickets on a round trip through the Southern States. This the observer reported, and it added largely to the interest of the people of Atherton in the Hackstaff affairs.

The Hackstaff place was on the outskirts of the village and surrounded by woods. One day Mrs. Hackstaff, walking in these woods, encountered a skunk and received the contents of its odor bag on her dress. Returning to the house, she took off the dress, put on another, and, giving the first to her husband, asked him to take it to the woods and bury it for the purpose of deodorizing it. This he did.

A few days later the wife conceived a business scheme of importance, and both she and Hackstaff forgot all about the buried dress. For several days she was busy arranging her financial affairs, making arrangements for the honoring

of numerous drafts she proposed to make on her bankers.

Having arranged for a prolonged absence, she and her husband talked over matters of domestic nature. Sufficient means were locked in a safe in their house for his use until her return, and to provide for any contingency she signed checks in blank that he might fill in to any amount he chose. These minor affairs having been arranged, Mr. Hackstaff took up a New York newspaper that he had bought that day for the purpose of learning the sailing dates of outgoing steamers and learned that a steamer would sail via the Mediterranean and the Suez Canal for China the next afternoon.

An examination of a railroad timetable indicated that the only train by which Mrs. Hackstaff could catch that steamer passed through and stopped at Atherton at 1 o'clock in the morning. It was decided that she should take this train. Her luggage was sent to the station, and Mr. Hackstaff purchased a ticket to New York and checked the trunk early in the evening. When the train passed, Mr. and Mrs. Hackstaff said goodbye to each other on the station platform, and Mrs. Hackstaff entered the train without any citizen of Atherton having witnessed her departure. She was driven up to the dock from which the steamer sailed just as the gangplank was being withdrawn and without having engaged passage.

Many of these details could have been held back for effect at the end of the story or left out entirely. They have been given in order and explicitly that they may the better show how, when fuel is dry and in a fine condition to ignite, a conflagration may be started that will sweep everything before it.

When Mr. Hackstaff buried his wife's dress a small boy was in a tree above the spot where he put it in the ground, about to grasp a bird's nest. The little fellow's curiosity was aroused to know what the man beneath him was going to do, so he kept still till the dress had been buried; then, having captured the bird's nest, he went home and told his mother what he had seen. As a hound who has just

caught the scent of game will start and sniff the air, so did the lady throw up her hands at scenting a tragedy.

"Great heavens!" she exclaimed. "I hope he hasn't murdered his wife!" But, having met Mrs. Hackstaff the day before at the bargain counter of the Beehive store, she concluded not to be in a hurry in announcing her suspicions. She determined to keep her own counsel and await developments, which meant confiding the story to several intimate friends, cautioning each to say nothing about it, for if Mrs. Hackstaff was still alive she would appear in the flesh.

But Mrs. Hackstaff did not appear because she had sailed for China. Mrs. Ward, thinking that she might have gone on one of her trips, cautioned those she had told of the buried garment to keep quiet till a proper time had elapsed for her return. Meanwhile she took a number of other persons into her confidence and by the time Mrs. Hackstaff should have returned from an ordinary trip all Atherton was agog. When a month more had passed Mrs. Ward was sure Mrs. Hackstaff had been murdered; many of those she had told of her boy's discovery felt that it was highly probable, while a few poohpoohed the whole matter.

Many believed that the authorities should be given the evidence of the buried dress, but they all considered that it was the duty of someone else than themselves to bring forth the information. There was no certainty that Mrs. Hackstaff had been murdered, and no one cared to be the finder of a "mare's nest." Meanwhile Hackstaff began to show worry. When asked about what was troubling him he said that his wife was absent and that he had not heard from her since her departure. Then he was asked where she had gone, and at this he balked. Turning, he walked away without replying to the question.

One day he went to the bank with a check for \$500 payable to himself. It had been written in his own handwriting and bore his wife's signature. The paying teller had heard the whisperings about Mrs. Hackstaff's suspicious disappearance and, asking Hackstaff to wait a mo-

ment, took the check to the cashier, who carried it to the president. After a conference it was decided to pay it, but this had no sooner been done than a message was sent to an expert, who came, examined the check and pronounced it a forgery.

A match had been touched to these various items of kindling, and a brisk blaze started. A suspicion of forgery—other experts disagreed with the first—brought out the story of the buried dress, which brought out the fact that no one could be found who had seen Mrs. Hackstaff leave Atherton, that Hackstaff had looked quite as uneasy as if he had committed murder, and various other incidents, all of which combined warranted a grand jury in finding an indictment against him, though the preponderance of evidence of the experts being that the signature to the check was genuine caused the charge of forgery to be dropped.

Hackstaff told his story as it has been told here, with a few additions not bearing on the case. This was that his wife was a cotton speculator and used, with his occasional assistance, to examine the crops in the South, where they were grown. A condition of the cotton market had occasioned a visit to Bombay, and she had gone there, expecting to buy largely. What had worried him was that the steamer on which she had sailed had not been reported since issuing from the Red Sea into the Gulf of Aden.

There were several missing links in his explanations. His wife's dress, which had been exhumed, had become deodorized; the ticket agent at Atherton, who knew Mrs. Hackstaff well, had no remembrance of having sold her a ticket on the date claimed, and owing to her catching the steamer at the last moment her name did not appear on the passenger list.

Opinion which had long been growing against the accused and the fact that the prosecuting attorney was showing great energy in convicting criminals previous to a campaign he was about to make for an important judgeship prevailed over this flimsy evidence, and Hackstaff was given a death sentence.

Mrs. Hackstaff, meanwhile having crossed the Atlantic and traversed the

Mediterranean and the Red Sea, was wrecked on the Persian coast. She reached the shore with no money and, being penniless in a strange land, went through various adventures before meeting a fellow countryman who helped her out and enabled her to reach Bombay.

All this took time.

A few days before Hackstaff was to be hanged a cablegram was handed to him from his wife. Presuming that he had heard of the wreck, she announced her safety and that she had arrived at Bombay. The information contained in the cablegram was limited, but it was enough to save her husband from swinging at a rope's end. He was not set at liberty, however, till the court was satisfied that the cablegram was genuine, and then only after he had been pardoned by the governor, which was the simplest way out of the difficulty.

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### Ferretting Out an Injustice

BY WILLARD BLAKEMAN

There has been the same development in jurisprudence as in everything else. From the time of trial by battle to trial by jury there has been continued progress, and, strange to say, there are more reforms being considered today than ever before. In other words, confidence in the justice dispensed in our criminal courts is dying out.

The reason of this is that legal justice is mechanical, and mechanical contrivances do not always work. The many ingenious happenings that have been conjured up by detective story writers have doubtless helped to make people chary of believing in the infallibility of courts. I, as a criminal lawyer, have often, by thought and energy alone, turned the results of a month's trial into an absurdity. In the first place I judge of an accused person's innocence from intuition. After that I think and work—principally the latter.

I was in a criminal courtroom one day when a young woman was convicted of having sent a dose of chloral to her husband. I watched her countenance and made up my mind from its emotional expression that she was innocent. You

may sneer at judgment from emotional expression, but it is often the basis of my efforts in my profession. If you ask me how I can tell innocence from guilt by such a process I am forced to admit that I cannot enlighten you.

The case I have referred to is this. Edith Atwater married, through the influence of her mother, Martin Haywood, an elderly man, who was wealthy. It was a May and December match, and December soon froze the sap of May. The couple lived unhappily together. Haywood was a chronic invalid, and this with age made him peevish. He was very parsimonious and would not have a doctor, constantly experimenting with remedies which he procured himself.

The usual way for a young wife to get rid of an old husband is by poison, and the favorite poison is arsenic. The arsenic is always discovered in the deceased's stomach, but this does not seem to deter candidates for widowhood from using it.

Old Haywood died under very suspicious circumstances. These were that he was ill for some time and no doctor was in attendance. No druggist in the town where he lived and died had sold him any medicines. How could a man die without a doctor or even a druggist to help him? The idea was preposterous. It was the neighbors who noticed these incongruities, and their tongues wagged at one another accordingly. The rumors came to the knowledge of the police, who exhumed the body; a chemist made an analysis and found arsenic.

This was sufficient evidence in itself to convict his wife of having poisoned him. But the courts, which are instituted to give all accused persons the same chance before the law and use the same machinery for the innocent as for the guilty, insist upon putting both through the legal mill. A person brought up in refinement and morality is ground out through the same mill as a Black Hand murderer who, by a signal, informs a witness that if he tells the truth his life will pay the forfeit.

Mrs. Haywood was brought to trial, and, as I have said, I was in the courtroom when she was sentenced. She had

been convicted by the law machine, twelve good and true men being its spokesmen, and was sentenced to life imprisonment. I knew that she was innocent. How? I have told you that I cannot tell you this. Scoffers have since said that I mistook sympathy for intuition. Let them scoff.

I will admit that I went away from the courtroom with a heavy heart and that the agony of despair in that beautiful face haunted me. It continued to haunt me. When at the end of several months I found I could not get rid of it I determined that I must prove the innocence of the subject of it or continue to suffer indefinitely. I determined to begin a work for which I would receive no pecuniary compensation.

Having procured a copy of the evidence in Mrs. Haywood's case, after studying it I made up my mind, notwithstanding the fact that Haywood had bought no drugs during his illness, that he had taken more arsenic than was good for him. Whether it had produced his death or not did not matter. His widow had been convicted of killing him by giving him poison, on the ground that he had not bought it himself and she had bought it. This was evidence enough for the court, but it was not enough for me.

I was tempted to go to the prison where Mrs. Haywood was confined and seek for points from her. But that is not in accordance with my methods. I preferred to work as a scientist, and a scientist should investigate independently of any influence. My theory being that Haywood had taken the drug himself, it behooved me to exhaust it before forming another.

Haywood had lived many years in the same town and the same house in which he died. I have said that he had never employed a physician. Nevertheless, to make sure, I inquired of every doctor in town if he had ever prescribed arsenic as a remedy for him. Not one of the profession remembered having even been called upon to treat him. I then eliminated the druggists in the same way. Not a druggist had ever sold him a parti-

cle of medicine. But one of them had sold Mrs. Haywood a considerable amount of arsenic with which to exterminate rats. At least this was her reason given for buying it. This druggist's evidence had been given at the trial and had much to do with the conviction.

Now, if Haywood had been used to buying medicines in the town when he wanted them, my hope of proving that he had bought the arsenic which poisoned him would have been extinguished. Mrs. Haywood's legal defender had stopped at this point, either not considering the fact that the deceased had bought no medicine in the town at all, or if he had it probably did not occur to him that Haywood might have bought all his drugs somewhere else.

Persons who work for pay take such pains as it will pay them to take, and no more. Whoever takes more than this does it for love. I suppose I must admit that love was my incentive. My energies were bent upon proving that Haywood had bought the drug that killed him, and had I not fallen in love with the woman who had been convicted of killing him I would not have entered upon the matter at all.

Haywood having been a hypochondriac, I did not believe that he would get on without medicines. But, granting he had bought drugs secretly, to find the person who had sold them to him was like looking for a needle in a haystack. After inquiring of all the druggists in town I took in a circuit of the neighboring towns. I learned nothing for my pains.

It occurred to me that a possible reason for a man's concealing the place where he bought his medicines was that he was taking some nerve drug and desired to conceal his habit. In this case he would buy it secretly and might buy any other drug he wished in the same place. Haywood would have likely sent to the nearest large city for his dope, and that was a place of a million people, with a proportionate number of wholesale and retail druggists.

I went to the city myself, spending a week there, inquiring of every druggist whether he had ever sent Haywood any drug. No concern had done so. I was

about to give up the matter when it occurred to me that one who would take pains to conceal his habit would not be likely to have the dope sent to his address direct. So I went the rounds again and asked every druggist if he had a record of sending drugs to anyone in the place where Haywood had lived.

I found a number of druggists who had sent dope in very small quantities to A. R. Ingersoll at the general delivery of the postoffice. One of these druggists had sent Mr. Ingersoll at times a tonic of arsenic. I was struck with the fact that some of this tonic had been sent the person not very long before his death.

Eager to find whether Mr. Ingersoll and Mr. Haywood were one and the same man, I returned home at once and began an investigation. No such person as A. R. Ingersoll was or had been a citizen of the place.

On inquiry at the postoffice I finally found a general delivery clerk who had delivered small packages to Mr. Ingersoll. He described Mr. Haywood.

Eureka!

I now went to the attorney who had defended Mrs. Haywood and gave him an account of my investigations, propounding a theory that Haywood had had a drug habit and had bought arsenic for a tonic. He communicated what I had learned to the prisoner, and a new trial was applied for.

It pleased me to turn over the evidence I had elicited to Mrs. Haywood's attorney and keep in the dark myself. During the new trial I sat in the courtroom among the spectators and watched the prisoner as she eagerly drank in the evidence I had been at so much pains to hunt up without knowing that the man who had benefited her was looking at her.

When the evidence had all been placed before the court the prosecuting attorney made a motion that the judge instruct the jury to acquit the prisoner. The judge assented and the jury acquitted her without leaving their seats. I longed to go to the released woman and take her in my arms, but if I did this I preferred that it should not be in public.

The next day Mrs. Haywood's attorney told me that she had begged of him to



explain how her case had been ferreted out and who had taken so much interest in her as to do the work. I permitted him to make an appointment for me to meet the young widow at his office the next morning.

At the hour named I was taken into the attorney's private office and was formally introduced to the woman I had been instrumental in releasing from life imprisonment.

I have given my story up to this point in full, and I doubt not that the reader is interested in knowing what occurred between me and Mrs. Haywood after being left alone together. Should I give an account of it the story might be spoiled for some who would fail to appreciate the tremendous importance of the work I had done for the lady and her action to a stranger in consequence. I will only say that when I had told her my story she asked me why I had taken so much trouble for her. Anyone who has read the story will be able to judge of my reply, and some may correctly name its effect upon the widow.

### Both Wanted to Know

"Maria," said the choleric father of a beautiful daughter, "who was that young fool who called on you last night and stayed until midnight? I want to know at once."

"You shall know in due time," said Maria, "but first I want to know something. Was he a young fool simply because he called on me?"

"What?"

"Or was he a young fool because he thought me attractive enough to talk to until midnight?"

"Why?"

"I suppose you think that any young man who comes to this house at all is a young fool, but why?"

"Now, see here?"

"Is it because there are so many girls who have sensible fathers that any young man who calls on the daughter of an ill-natured old curmudgeon is a young fool?"

"For goodness sake?"

"But I suppose—(sob)—I ought to—(gurgle)—be grateful—(sob)—because you didn't call him a fool to his face for

coming to see me. I know you despise me (boo-hoo-hoo), but!"

But Maria was talking to space. The choleric father had fled to the cyclone cellar.—*Pittsburgh Dispatch.*

### His Unlucky Day

"I tell you what it is," said an old cynic—"I am firmly convinced that every man has his particular days for good and bad luck. Monday is my unlucky day. I have been watching it for 20 years, and nothing can shake me in this belief. I never begin any enterprise, no matter how trivial, or start on any journey on that day. Therefore I make Monday an off day and do nothing but potter round the house. Even in these little affairs everything goes wrong.

"Take the record of last Monday, a fair average, and be convinced: Smashed finger while nailing board on fence. Fell down cellar stairs with coal scuttle. Fell over wheelbarrow while carrying stepladder. Sat down on chair where children had been sucking taffy. Got swindled by peddler. Got thumb pinched in gate. Dropped smoothing iron on foot. Baby got out in yard and was butted by strange goat. Tax man called. While eating supper square yard of ceiling fell on dining-table. Went to bed to escape further disaster. Had nightmare. Thought I was falling from top of Eiffel tower. Fell out of bed and broke arm. Looked at clock and saw it lacked fifteen minutes of midnight. Lay still till clock struck 12. Was afraid if I moved before Tuesday was ushered in would have broken neck. Yes, indeed," concluded the man, "Monday is my unlucky day, and I approach it with feelings akin to terror."—*London Tit-Bits.*

### Friday in America

It was Friday, August 3, 1492, that Columbus set out from Palos, Spain, on the mission of discovery which terminated so happily, to the infinite discomfiture of the doubters.

And it was again on a Friday, October 12, 1492, that he discovered land off the port quarter, and was correspondingly cheered and strengthened.

Christopher Columbus must have

thought pretty well of Friday, for he picked it of all the seven days of the week for his return, sailing on January 4, 1493, for Spain, reaching Palos on the back trip on Friday, March 14, 1493.

Friday, November 22, 1493, was the day Columbus landed at Espanola on his second voyage to America, and on another Friday—June 12, 1494—the explorer discovered the mainland of South America.

The Mayflower, with the Pilgrim Fathers, came into the harbor at Provincetown Friday, November 10, 1620. And on Friday, December 22, 1620, the Pilgrim Fathers landed at Plymouth Rock.

No one will dispute the importance of the date February 22 in American history. Everybody knows who was born on that day. But not all of us know that in 1732 the day of the week on which George Washington first opened his eyes was Friday.

Friday, June 16, 1775, Bunker Hill was seized and fortified, and on October 17, 1777—and it was a Friday—Burgoyne surrendered at Saratoga. We discovered the treason of Benedict Arnold on Friday, September 22, 1780, and on another Friday, September 19, 1791, Lord Cornwallis surrendered at Yorktown.

And, to crown it all, on Friday, July 7, 1776, John Adams, in the Continental Congress, made the motion that "the United States are and should be independent."—*Cleveland Leader*.

### Early Struggle Toward Trades Unionism

BY "ONWARD"

In the early days of trade combination there was, as now, what is called the old and the new unionism, the trade union representing the old, and the trades union representing the new. A trade union is a combination of members of one trade. A trades union is a combination of different trades. It was the attempt on the part of the trades union leaders to form not only societies of particular trades but also to include all manual workers into one comprehensive organization that constituted the new unionism of 1829 and 1834. In February, 1830, a meeting of delegates from 20 organized trades was held in Manchester, which led to the establishing five months later of the

national association for the protection of labor. The object of this association seems to have been to resist reductions rather than to strike for advances. It made rapid strides and appears very soon to have enrolled 150 separate unions; each union had to subscribe an entrance fee of £1, together with a shilling for each of its members, and a contribution of one penny per week per head of its membership. The movement spread until it had a membership of 100,000. It issued a weekly paper published at 2d., which had a circulation of 30,000. But like most movements run on these lines it was never much more than a name, the usual failings of one section failing to support another led to jealousy and defection, which in a very short time broke up the association.

The place of the national association was soon filled by other general trade societies, but these did not appear to meet with any great amount of success. It is true some improvements were brought about chiefly in the cotton mills, but the goal of reform was still far off.

About the year 1833 another attempt to form the workers into one big union was made; this time Robert Owen was its chief pioneer.

Owen was a self-made man who had risen when still young to be co-proprietor of a great cotton mill in New Lanark. Here he initiated many useful reforms. He removed the children from the factory, limited the daily hours of adults to 10, constructed health dwellings as well as pleasure grounds for the workmen. He also arranged for the co-operative supply of provisions and other commodities; provided gratuitous attendances for the sick, and paid full wages to the operatives of his factory when on account of the failure of cotton they were obliged to remain idle. But as the pioneer of the trades unionism of that time it cannot be said that he was a success. Owen was a syndicalist and a syndicalist never made a successful trade union leader. The Grand National Consolidated Trades Union, of which Owen was the leading figure, started somewhere about January, 1834, and grew with such rapidity that in a very short time half a million mem-

bers, including thousands of farm laborers and women, had joined. The new body took the form of a federation of separate trade lodges, each lodge usually to be composed of members of one trade, except in places where the numbers were small, then miscellaneous lodges were set up. Each lodge retained its own funds, levies being made throughout the whole order for strike purposes. How the business of this vast federation was conducted is not quite clear. We are told it had an executive committee, and a few paid officers. Its policy was to inaugurate a national strike of all wage-earners throughout the country. As might be imagined strong efforts were made by both the Government and the employing classes to stem the rising tide of trades unionism, and very often stern measures were resorted to. The joining of a trade union and the refusal to sign the employer's document agreeing to abstain from all trade combination, was often made the occasion for dismissal. This was resisted in many parts of the country, and led to disputes and lockouts, which tested the Grand National very severely. But the greatest blow the new movement received was the barbarous sentence of seven years' transportation passed on six Dorchester laborers in March, 1834, for administering the oath of the Grand National. When we reflect upon the privilege enjoyed by trades unionists today, and the recognition afforded our leaders, it is difficult to realize that in this land of freedom only comparatively speaking a short time ago men were subjected to such cruel treatment, their greatest crime being that of an endeavor to organize the agricultural laborers of the district in which they lived for the purpose of resisting the reductions that were taking place. The sentence raised a storm throughout the country. Protests were made and the matter brought before parliament, but the Government as usual was on the side of the employer and in a very short time after the trial the ship that carried these poor unfortunate laborers sailed for Botany Bay. The machinery of the Grand National was put into operation, petitions were

prepared, public meetings were held, culminating in a monster procession to the Home Office on the 21st of April, 1834, for the purpose of presenting a petition, with over a quarter of a million signatures attached, asking for the repeal of the sentence. But the Government refused to recognize that the punishment was severe, and two years elapsed before the remainder of the sentence was remitted. This sentence did not stop the aggressive policy of the unions, but it soon became obvious that the ambitious project of the Grand National was doomed to failure.—*The Locomotive Journal, Representing English Locomotive Engineers.*

#### Test of Vision in England

The N. E. men have had their conference on the eyesight test question. Long sight and short sight were under review, and even foresight got a look in this time. The conference debates were of a high order, and on one particular occasion some of the delegates had to resort collectively to the handkerchief to suppress the tears that would come. We would like to have given a penny for the thoughts of friend Knox at the time. It was shown what could be accomplished individually by chasing the officials round York, when it was a question of a man waiting the pleasure of the medical inspector before he could commence work again after being off duty ill. A resolution was framed, which, if agreed to by the company, will banish the hardship of the waiting period. Many a man has to suffer a financial loss if he is not up to the standard eyesight test and is failed by the medical inspector. He is often "knighted" with the "order of the besom and lavatory" after many, many years, of faithful service. The conference said this should not be so, and we say a man should not suffer financially, but shall be given his former rate of pay enjoyed previous to his failure. The type test is apparently used to enable the medical inspector to detect the form vision of the man tested. We believe it was the wagon examiner who, when up for the test called O a link, U half-a-link, C a split-link, his form vision exceeded his alphabetical

knowledge. This seems to suggest that for form vision Roman letters could be abolished and substituted by a card upon which could be printed models of wagons, engines, water-cranes, signals, level crossings, bits of ballast, coal, firewood, etc. These are the things our form vision is trained to see daily, and not Roman letters, without they are "track circuit." We have no objections to the color test with the Eldridge lantern, and the only objection we have heard of comes from the man who called violet Prussian blue! He is now interned! The conciliation conference have received some instructions in the form of resolutions to put before the company on the eyesight test question. The men's side are never signatories to any modifications the company may agree to, because the company always have the last word for reasons which they claim are beyond the men's control. It was clearly proved, however, that men who had failed to pass the test because they had one good eye and one bad eye had driven the best trains running over the N. E. system, had never had an accident, and had never over-run a signal. The one-eyed test discovered the defective eye, and the men are given menial em-

ployment. The unanimous opinion was that the Industrial Disease Section of the Workmen's Compensation Act should apply to such cases as mentioned.

One of the most pathetic features of the eyesight test is the heartless scrapping of men who fail, and it was one of the finest things the recent conference of N. E. men did when they decided to stand out for men of this character retaining their former rate of pay. It has often been commented upon that men are treated in this respect in the same manner as a man guilty of serious offenses. For an engine driver in the prime of life to be degraded to a shed sweeper is enough to make the most pacific revolt. A signalman or a guard is reduced to a goods porter, and so on. Recently a signalman failed to pass the test (a comparatively young man, too), and the latest offer to him is that of temporary lavatory attendant at £1 per week. Men who know they are uncertain of passing the present test are looking out for fresh jobs off the company altogether, and again this is hard upon men who have spent 20 years or more to reach their present position having to launch out upon a fresh career at middle age.—*London, Eng., Ry. Review.*



**JOINT COMMITTEE OF ADJUSTMENT, MEMPHIS, DALLAS & GULF SYSTEM**

Standing—E. O. Houston, Sec.  
Sitting—J. A. Burkhalter, Sec.

R. L. Myers, Chr.  
J. H. Williams, Chr.

L. Elder, Jr. of L. F. & E.  
John Higgins, B. of L. E.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### He is Your Friend

If he gives you recognition  
When your clothes are patched and torn;  
If he comes to see and cheer you  
When you are lying sick and worn,  
If he takes your hand and lifts you up  
When you're on the downward track,  
If he says the same things to your face  
That he says behind your back,  
If, when odds are strong against you,  
He fights for you to the end,  
Bind him tightly to your heart,  
For that man is your friend.—Ex.

### The Pessimist

GOODLAND, KANS., Sept. 23, 1915.

EDITOR JOURNAL: Webster defines a pessimist as "one who complains of everything being for the worst." And it seems that one who can see all the bright spots in the other fellow's vocation and only the dark side of his own is entitled to a place under this heading. Many of the articles in our JOURNAL, and some of the speeches that appear in its columns, would lead the reader to believe that we see the situation through pessimistic glasses, and that enginemen generally have reason to be envious of nearly all other skilled laborers. They have a faculty of picking out the bright spots in other vocations, and holding them up for enginemen to view, but seldom if ever go into detail, and call attention to the dark side of any calling, excepting our own. Doing so would probably deprive a pessimist of some happiness. They make an off-hand statement of the

amount received per hour by carpenters, brickmasons, etc., and leave you to imagine what a good thing they have; but fail to mention the fact that these men never have steady employment, that they frequently have trouble in collecting their wages, that they seldom have employment in the winter-time, and that inclement weather at any time of year stops their pay; that men in many other vocations are at a big expense in furnishing tools to work with; that if any of this class of men are called on to make an extended journey, it will take a month's salary or more to pay car fare; that depressed business conditions affect them the same as others; that improved machinery has reduced their chances for employment the same as the heavy power has reduced the engineman's. The man who looks at the situation from a pessimistic standpoint will not see any of these things, or, if he does see them, does not mention them. I used to think when I saw a hodcarrier stand for a while on the rung of a ladder, as he wended his joyous way toward the top of some tall building, with a hundred pounds of brick on his shoulder, that he had stopped to rest; but since reading in our JOURNAL of the good thing he has, have changed my mind, and am now of the opinion that he probably desisted for a time to ponder on his fortunate selection of a vocation, or to cast a pitying glance on some engineer he could see from his point of vantage. Now if it is true, as some would have us believe, that the carpenter, brickmason, hodcarrier, etc., are better situated than the engineers, it speaks volumes for the integrity of the latter, for cases are rare where engineers have tried to get one of their good jobs away from them. Men have been known to go over a big territory looking for a position as engineer, rather than deprive a hodcarrier of his lucrative job. It has been learned by observation that the man who does the least to make his services valuable is always the man who thinks he is worth the most—like the fellow who does the least for the Brotherhood. He always complains of what the Brotherhood has done for him. Some

men advocate telling the public how much we are worth to the railroads. This may be all right, but it is a ten to one shot that the news would get home quicker, and do more good when it got there, if we would put forth an effort and show the railroads what we are worth to them.

Yours truly,  
J. L. BOYLE, Div. 422.

### How Good?

NEW ORLEANS, LA., Jan. 15, 1916.

EDITOR JOURNAL: If you wish to start something express your opinion. It may be you will receive the indorsement of some, but you are sure to find others who will take issue with you. No writer ever expressed his or her opinion and felt quite sure everybody would say "Amen." It is really well and sometimes beneficial that we take issue, since doing so often brings out new ideas, advances new theories, devises new plans and prevents stagnation. It has been said that in an argument one fellow said: "I am glad we are not all alike; if we were, all of us would want my wife," but much to his chagrin and to the amusement of others, a wag replied: "If all were like myself your wife would now be an old maid." If you don't agree with me, it's all right, take issue if you like, the result may be beneficial, and good results are what we are looking for.

The proposition as submitted by myself on "a closed shop" policy is not altogether acceptable to some of our members. In fact, some of our most prominent members are quoted as saying they oppose a closed shop, but rather let us make the organization so good others will be constrained to join.

Just here may I ask, "How good must it be made to accomplish this end?"

What more can we offer? We own one of the most magnificent office buildings in the world and a member becomes a shareholder in the same upon initiation; we give an insurance second to none and at a less cost than any other labor organization, the hazardous occupation taken into consideration; we give an accident insurance no other organization gives and at a cost far less than any other company has ever given: we give the benefit of a

pension plan, the only organization holding out such an inducement; we have an indigent fund from which the less fortunate draw benefits; we have a fund to compensate members losing their positions from strikes and other causes; we have a fund to assist the dependents of deceased members; our laws permit the members to draw from their insurance under certain conditions and participate in the relief fund; we protect the positions of all engineers, make their contracts, regulate conditions, defend their rights, fight their battles and hold their positions. For heaven's sake what more does anyone want, what more can be done "to make the Order so good others will be constrained to come into it?" I don't know of anything else unless we are content to give up our all in all or furnish free transportation, making it a round trip from this terrestrial ball to heaven, then back via the lower regions; simply proposing this route, since I am convinced somebody would never be satisfied, regardless of conditions.

Can we make the Order better than the church? I think not, and yet how few indeed, taking the vast number of people into consideration, belong to the church? Do we expect to make it better than many other fraternal organizations? I dare say not, yet how many never joined an organization of any kind? It really matters not how good the organization is, can or should be made, there are those who, so long as they can reap the benefit of our labors and absolutely free of charge and yet enjoy as much or more privileges than those bearing the burdens and footing the bills, who will never come into the fold regardless of how good the Order is or may be. I am for seniority, but favor confining it to those who are willing to help others who help them, and up to date only members of the Brotherhood have ever helped me or the men whom I have the honor to represent, while on the other hand as chairman, and at other times with the committee, much good has been done for outsiders. But time works wonders, all things change, and after awhile patience ceases to be a virtue, and am convinced by the sad lesson of experience

the closed shop is a move in the right direction, and when our G. C. of A. is convened next time to revise the agreement we propose making a strenuous effort to establish the policy of a closed shop.

F. E. WOOD.

### The Old and the New Home

MEMPHIS, TENN., Jan. 8, 1916.

EDITOR JOURNAL: Brother Wood, in the January JOURNAL so beautifully portrayed to us the old and the new year with such good advice, and I hope every Brother and his whole family will make such good resolutions and live up to them faithfully, that their good actions will permeate the community in which they reside, and then they can talk of the old and the new home.

I saw many touching scenes during the holiday travel. Parents greeting their children and grandchildren with tears of joy as they were gathered at the old home once more.

Oh, the old house at home where my forefathers dwelt,

Where a child at the feet of my mother I knelt,  
Where she taught me the pray'r, when she read me the page,

Where in infancy slaps is the solace of age,  
My heart 'mid all changes where'er I may roam  
Never loses its love for the old house at home.

The joy and love that prevailed in the old house at home during the holidays is soon to break up in this old house and the children are talking of the days that they must return, and when we come along again we see quite a change; instead of tears of joy, there are bitter tears of grief and anguish, yet they know they must go, and as the weeping father and mother would cling to their child, we would hear "Oh, how can I leave the old house at home?" This leads us to the thought that we are passing away, and must go somewhere. We are told that "in my Father's house are many mansions, if it were not so I would have told you; I go to prepare a place for you." Isn't that sweet? From one whose promises never fail that He has gone to prepare a place for us, no matter whether we be Protestant or Catholic, Jew or Gentile, rich or poor, if we live right, do right, we can

rest assured that we will be received in the new house. For

There's a new house for us that is not made with hands,

'Tis a mansion in heaven, eternal it stands,  
By the river of life, where the streets are of gold,  
And the gates are of pearl, it can never be sold.

Then we should get busy, put our house in order, and do good to one another while we are living; do not wait, as Brother Wood admonishes us, until a Brother or family is called away, but if With pleasure we are viewing any work a man is doing,

If you like him or you love him, tell it to him now;  
Don't withhold your approbation till the parson makes oration,

And he lies with snowy lilies o'er his brow,  
For no matter how you shout it he won't really care about it;

He won't know how many teardrops you have shed,  
If you think some praise is due him, now's the time to slip it to him,

For he can not read his tombstone when he's dead.

More than fame, and more than money is the comment kind and sunny

And the hearty, warm approval of a friend,  
For it gives to life a savor and it makes you stronger, braver,

And it gives you heart and spirit to the end—  
If he earns your praise bestow it, if you like him let him know it;

Let the words of true encouragement be said—  
Do not wait till life is over and he's underneath the clover

For he can not read his tombstone when he's dead.

I trust every member of the grand old Order will make his resolutions for good and then keep them. Just try one year, how many meetings you can attend, how many good deeds you can do your fellow Brother while he he living. Give to your Brother the same right you ask for yourself, go to all the union meetings you can, live a good Christian life, and then when the still small voice shall call you, you will be prepared to stem Jordan's swelling tide and anchor safely in that haven of eternal rest. Fraternally,

THOS. H. HINER.

### Representation, Etc.

ROANOKE, VA., Dec. 10, 1915.

EDITOR JOURNAL: As the time draws near for us to vote on the representation question for our future conventions, it is time for the members of this organization consider well before they cast their ballots. While I realize it is an enormous expense,

still I believe all the men should have representation. It does not seem exactly right to me for a Division with 200 members to have a vote on this important question when the Division will have a representative anyhow. I do hope the members will weigh this matter carefully before casting their ballot.

I was a delegate to the Cleveland Convention, and am honest in saying that it was a hard proposition to control the delegation, but as a large percentage were new faces the next convention will be much easier to control, even if there is no reduction in the representation. Of course, any man that sees two inches from his nose will also see another reason why the Grand Officers are so anxious to have the delegates reduced to a minimum. I am always in favor of reducing expenses, but this is something that demands earnest thought before we reduce the representation. The Division of which I am a member has only 60 members, but I believe we are entitled to some consideration the same as the large one, for each member pays his money into this great B. of L. E., and should have representation at all conventions. I notice most all the Brothers who favor reduction are members of large Divisions. If the cost of conventions is getting so enormous that we cannot stand it, let us meet every four instead of every three years.

Another matter that it seems the Brothers are not paying enough attention to is our Indemnity Insurance, for it is without a doubt the best and cheapest insurance an engineer can get. The premiums are very much cheaper than the old-line companies can offer, and every year a quarter's premium rebated, making it about 60 per cent of the cost of old-line companies; still a large number of our Brothers will hang on to the other companies simply because of an accumulation on a policy which is nothing more than an advertisement. They think they are getting something for nothing. That is poor policy, for in this day and time you don't get something for nothing.

A member of the B. of L. E. can get nearly twice as much protection in our insurance for the same amount of money, still the Brothers don't take advantage

of it. I hope they will think this matter over seriously and profit thereby.

Hoping that the year 1916 will be a profitable year for the Brotherhood of Locomotive Engineers and every member, I remain, fraternally,

W. H. HITT, Sec.-Treas. Div. 743.

### Bro. Davis and Eight Members of Div. 60

ROCK ISLAND, ILL., Dec. 16, 1915.

EDITOR JOURNAL: Bro. Chas. S. Davis gave a banquet at the Rock Island Club for eight Brothers, on the anniversary of his 76th birthday. This was a very remarkable spread at the Rock Island Club given by Brother Davis, a veteran locomotive engineer. Brother Davis acted as host for seven of his long-time associates. The average age of those present was 72 years, 4 months and 15 days, while the average years of service on the road was 42 years. They were all employed on the Eastern Iowa Division of the Rock Island with the exception of one. Bro. James Carl served his time on the Illinois Division. The sum total of the ages of these men is 579 years, and the total of their years of service is 350 years. Three of the eight are still in active service of the company. They are: F. L. Hodgdon, with age 66, service 45 years; William Arnold, age 66, with 43 years' service; James Sheen, age 64, with 50 years' service; C. H. Davis, 76 years of age, with 52 years' service; James Carl, 76, with 33 years' service; Geo. B. Swan, 76, with 51 years' service; J. R. Wilkenson, age 80, with 30 years' service; Wm. M. Johnstone, 75, with 46 years' service.

Bro. C. H. Davis entered the employ of the old M. & M. Ry. (Mississippi & Missouri Ry.) as fireman in 1857, under A. Kimble, master mechanic. He fired for a little over two and a half years, and was given an engine at the age of 20. He ran an engine for 50 long years, and all of the years of his service were on what is now the Iowa Division of the Rock Island Railway, that company having acquired what was then the old M. & M. Railway.

Not one of these eight men in all their service ever received a scratch in the way of an injury incident to their employment



as engineers. We doubt whether you can get together eight men of this length of service on any road in the West.

Yours fraternally,  
W. M. JOHNSTONE,  
Sec.-Treas. Div. 60.

### Bro. J. R. Baker Honored

PITTSBURGH, PA., Jan. 4, 1916.

EDITOR JOURNAL: At the regular meeting of Div. 464, held at Monongahela City, with about 65 members present, we had the pleasure of presenting Bro. J. R. Baker with a badge of honor on behalf of the G. I. D. Bro. H. G. Scheck, our road foreman, made the presentation speech in very fitting words, and one thing in particular he said, and would be well for all Brothers to take note, that no matter where you saw Brother Baker you always got a smile and a salute. I haven't the date that Brother Baker joined, but we younger Brothers should take a pattern after Brother Baker. Bros. M. E. Hawkins, McFarland, and many of the old-timers were present.

I hope the good Brothers of Div. 464 will not have to have their eyes tested to see a piece in our JOURNAL from our Division.

Yours fraternally,  
G. S. JAMISON, Div. 464.

### Bro. C. F. Beam, Div. 20, Retired

LOGANSFORT, IND., Jan. 8, 1916.

EDITOR JOURNAL: Having been placed on the honor roll with pension by the



Bro. Chas. F. Beam, Div. 20

Pennsylvania Railway Company after 45 years of service, and a member of Div. 20 for 34 years, I think it proper to inform my many friends and Brothers through the JOURNAL that I have been retired at the age of 70. My greatest satisfaction is the knowledge through letters from my superior officers that my services had been very satisfactory and that they were sorry the rules of the company for retirement took me out of service, and I am very thankful for the kind treatment I have received from the various officials I have been under.

There was a time in the years past when I thought that I had engendered the hatred of all the officials of the company because of the part I took as a member of the B. of L. E. after the strike of the engineers in 1873-4, which embittered the officers against the B. of L. E. We were working for very poor wages and very undesirable conditions; on the road from 20 to 24 hours on a schedule of 16 hours over a division of 114 miles, but there was no overtime, however long you were on the road. We had but very few B. of L. E. members, and to get a committee was almost impossible because of liability of being dismissed, but we finally got one together and commenced to press our claims for more pay and better conditions, but with very little success until the strike on the C., B. & Q., which took place in 1888, when it was evident that the company concluded the B. of L. E. had become a factor that it would be wise to negotiate with at all events. There was a great change. Our committees were received, matters talked over which resulted in an increase in wages, and better arrangements made to get trains over the road. We, at this time, had a large committee, but the example of the C., B. & Q. strike was what brought results, and if we did lose the strike the evidence is abundant that we never lost its good influences for the success of the B. of L. E.

I have held every office in Division 20, served on its committees and have attended several conventions as its representative. My wife is a charter member of Charity Div. 4, G. I. A., and we both hope to live to attend other conven-

tions and meet many of our Brothers and Sisters who helped to construct and maintain the B. of L. E. which has done so much for all who run locomotives.

Fraternally yours,  
CHAS. F. BEAM, Div. 20.

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**Bro. Daniel Kelty, Div. 121**

BELLEFONTAINE, O., Dec. 14, 1915.

EDITOR JOURNAL: As it seems to be in order for the B. of L. E. engineers to



Bro. Daniel Kelty, Div. 121

write a sketch of their experiences when retired, I will attempt to give mine. I was born in Ireland in the year 1847, and came to this country in 1865, and was employed as water boy on the Pennsylvania Railroad. They were building a railroad from Bradford, O., to Logansport, Ind., and I stayed with them from the 10th of April until the 26th of August, 1866, and got a job at the roundhouse at Union City, Ind. The railroad was then called the Old Bee Line, and it ran from Union City, Ind., to Galion, O. I worked there until November, 1869, and then got a job firing a switch engine in the yard, receiving \$1.30 a day, and as

many hours as they wanted to use you, and no overtime. In 1871 I got a job firing on the road, and fired from 1871 until 1876; then I was examined and promoted to be an engineer, and have been running an engine ever since, and never had but one accident, and that was not my fault. I was retired on November 30, 1915, on account of a lame hand. If I live until the 23rd of July I will be 69 years old and am still in good health.

I have a friend running on the Great Northern and I received a letter from him the other day in which he tells me that he pulled in on a siding at a little place and that two desperadoes held him up. It was pay day and he had \$150 in his pocket. They took it and a gold watch that his father gave him when he was first promoted to be an engineer, and a diamond ring that his mother gave him for a birthday present. They asked him if that was all he had, and he told them that they had all that he possessed on earth, and for God's sake not to take the valve oil.

Yours fraternally,  
DANIEL KELTY, Div. 121.

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**Bro. Christ Flentye, Div. 248**

LA PORTE, IND., December, 1915.

EDITOR JOURNAL: Brother Flentye is a member of Div. 248, and has the distinction of being one of the oldest engineers on the Western Division of the old L. S. & M. S. Brother Flentye probably holds the record for the longest continuous service on a locomotive of any other man on the L. S. & M. S., over 57 years. Brother Flentye has been in the service for more than half a century. He has spent almost an ordinary lifetime within the limits of an engine cab, and practically all of the time on the engineer's side.

He ran a wood-burner into Chicago long before the big Chicago fire. He has a first-class record as an engineer—never an accident for which he was responsible.

Brother Flentye was born in Germany, Nov. 20, 1833, and came to this country when a boy of 15 years. He entered the service of the L. S. & M. S. in 1853, and

was in the service until 1910, at which time he was pensioned.

The picture was taken in California in 1912. Brother Flentye is very fond of the warm climates in the winter in his old days. The winter of 1911 he spent in Colorado and New Orleans, 1912 in California, 1913 in Florida, 1914 in Texas and



Bro. Christ Flentye, Div. 248

Mexico. He never fails to attend the Brotherhood conventions.

He is well preserved and enjoys the best of health, and no doubt he will be picking roses in the South this winter when some of us will be shoveling snow.

Fraternally yours,  
AN OLD FRIEND.

### Members of Div. 160 Retired

WASHINGTON, D. C., Dec. 20, 1915.

EDITOR JOURNAL: Enclosed find photographs of Bros. F. Rullman, W. W. Wagner and F. W. Brockman, also short sketches of their railroad life, which I

trust you may find space in our JOURNAL for publication.

The three above-named Brothers having been retired by the Pennsylvania Railroad and placed on the pension list, were given a reception by Div. 160, B. of L. E., on Nov. 17, 1915, in division hall, which was nicely decorated for the occasion by our committee, assisted by the G. I. A., Columbia Lodge 115, for whose good services we feel very proud.

The evening's entertainment was called to order by W. J. Quinn, chairman of the entertainment committee. Brother Quinn outlined the object of the meeting, and introduced Bro. J. W. Gladden, who presented the retiring Brothers with Division badges, after which Bro. H. E. Wills, our legislative representative located in Washington, was introduced, and in a few well-chosen remarks presented the retiring Brothers with medals of honor from the Grand Division. The committee and Auxiliary must be congratulated on the perfect arrangement of the evening's entertainment, especially the beautiful flowers which were presented to the talent, for which we extend many thanks. Last and not least, and the best when a fellow is hungry, was the supper served by our ladies, all present seeming to enjoy themselves, and it was heard that this was the most successful entertainment that Div. 160 has ever held. With best wishes I remain,

Fraternally yours,

W. C. JASPER, S.-T. Div. 160.

### To the Members of Div. 160:

BROTHERS: Last month I received word to appear at a special meeting of Div. 160, in Washington, and on arriving at the hall I found it full of members of the B. of L. E. and their families, also some members of the B. of L. F. & E. The hall was beautifully decorated with palms by the committee in charge, and I was called to the front, where I was presented with an honorary member badge by Brother Wills. I was so full of appreciation that I could not express myself in words. A few months ago the members of Div. 160 presented me with a



Bro. Fred Rullman, Div. 160

badge on my retirement from active service of 49 years. On my picture herewith you will notice my two badges for this honor, and I want to take this opportunity to thank all my Brother members and to assure them that I prize these badges very highly.

I began my railroading in the fall of 1866 as a brakeman on the Pennsylvania Railroad; in 1868 was promoted to yard conductor, 1870 started in as fireman, and in 1872 was promoted as engineer. In 1874 I was transferred to the B. & P. R. R., between Baltimore and Washington. In 1874 I joined Div. 160, and was very successful as JOURNAL agent, for which I received a cash prize of \$75. At this time Div. 160 did not have any members of the insurance, and the late Bro. P. M. Arthur insisted upon me joining the insurance, which I did Jan. 30, 1879. When I received my policy I also received a notice that I was appointed Secretary of Insurance of Div. 160, which office I have held for the past 36 years.

Again expressing my thanks to all who have participated in making this remembrance so dear, I am,

Yours fraternally,

FRED RULLMAN.

*To the Members of Div. 160:*

BROTHERS: I was notified by Secretary-Treasurer of Div. 160 to be present at division hall, on Nov. 17, 1915, which I found tastefully decorated and a large audience assembled, and I was accorded a seat on the platform, and was agreeably surprised by being presented with two badges: one from Div. 160, on my retirement from active service, and one from the Grand Division, account 40 years' membership, both of which I prize very highly, as seen in my photograph. Below find a short sketch of my railroad life:

I first went to railroading in the capacity of brakeman on the Northern Central Railroad between Marysville and Baltimore, March, 1869, and held this position for three months. Was then promoted to fireman at the age of 19; fired until 1872 and was transferred to the Baltimore & Potomac Railroad, a new branch line of the P. R. R., then under construction, which road I helped to build. On July 2,



Bro. W. W. Wagner, Div. 160

1872, the road was turned over to the P. R. R. by the contractors. I was given a run between Washington and Baltimore as fireman on the new branch, which position I held until 1873; was then promoted to engineer. The first engine that I ever ran was named the "Shoemaker," and weighed about 10 tons, cylinders 10 x 14, a wood-burner, which ran between Washington and Alexandria, a distance of seven miles; from that time I have seen engines grow to be 100 tons and over.

I became a member of Div. 160 in 1874, and have held continuous membership ever since. Was in active service for 43 years, and was retired by the company on Dec. 1, 1915.

Fraternally,  
W. W. WAGNER.

BALTIMORE, MD., Nov. 6, 1915.

*To the Members of Div. 160:*

DEAR SIRS AND BROTHERS: In complying with your request to furnish you with a brief account of my railroad experience, I take pleasure in submitting the following statement:

I was born in Baltimore, Md., on April 17, 1850.

After 48 years and seven months of continuous service on the P., B. & W.



Bro. F. W. Brockman, Div. 160

division of the Pennsylvania Railroad, and at the age of 65 years, I asked my retirement, which was granted.

I became a member of Div. 51 B. of L. E. about 38 years ago, and in August, 1902, was transferred to Div. 160.

I am also a contributor to the Old Men's Pension Fund, and am now deriving the benefits of it. I would therefore advise all engineers, more especially the young men, to become members as soon as possible.

At the age of 16½ years I entered the service of the P., W. & B. R. R. as cleaner in the roundhouse, eight months later I was promoted to stationary engineer at the same place, which position I held for one year. I was then made a locomotive fireman, and in June, 1873, I was promoted to engineman on a passenger train between Wilmington, Del., and Philadelphia, Pa. From that time until 1910 I had several passenger runs between Baltimore and Philadelphia, and Washington, D. C., and Philadelphia. I was then requested to learn the road over the New York division of the system, and succeeded in being promoted to the through run from Washington, D. C., to Jersey City, N. J., which run I held until the early part of 1914, when the strenuous work began to tell on me. I was then transferred to yard engineman in Wilmington, Del., which position I held until my retirement in the spring of 1915.

These many years of service have not been without their battles, hardships and narrow escapes through accidents and storms. I am glad to say, however, that I was fortunate enough to escape them all with but slight injuries.

Fraternally yours,  
F. W. BROCKMAN.

**Bro. John L. Pendergast, Div. 426**

NEW ORLEANS, LA., Jan. 2, 1916.

EDITOR JOURNAL: Enclosed please find photograph of Bro. John L. Pendergast, who was presented with a badge of honor by the G. I. D.

Brother Pendergast entered the service of the old Jackson railroad, which now forms a part of the Illinois Central. His



Bro. John L. Pendergast, Div. 426

first position was that of water-boy for a gang of track laborers, he being only 11 years of age. He continued in the employ of the same system for 59 years without ever being reprimanded or suspended, filling positions as engineer, machinist, and general foreman, until 1893, when he was made chief engineer of the grain elevators in the New Orleans terminals of the I. C., which position he now holds.

He was made a member of the B. of L. E. in 1872, and has held his membership continuously for 43 years. In 1908 when the Board of Stationary Engineers' Examiners was created he was appointed as one of them by the Hon. Martin Behrman, who is our mayor at the present time.

Brother Pendergast has been a true citizen as well as a loyal Brotherhood man, and has always taken a lively interest in the improvement of the city, and has affiliated with those having in charge the welfare of citizens.

The badge of honor was presented to Brother Pendergast at a regular meeting of Div. 426, and a banquet in which the Sisters of Div. 496, G. I. A., did most of

the work and made the occasion one of note by their presence, and those of other Auxiliaries and our invited guests, Dec. 5, 1915.

Faternally yours,

J. J. HANNEN, C. E. Div. 426.

Bro. John H. Wurtsmith, Div. 226.

FORT DODGE, IA., Dec. 23, 1915.

EDITOR JOURNAL: The enclosed photograph is Bro. J. H. Wurtsmith, a member of Div. 226, who was presented with an honorary badge as a member of the G. I. D.

Bro. J. H. Wurtsmith began railroad-ing in February, 1853. Started firing on the H. S. & M. S. Fired his first trip for Geo. Perkins. In the fall of the same year he worked in the machine shop and was there until March, 1856. Then went to Norwalk, O., and started firing on the Cleveland & Toledo Railway, for Oliver Slocome. Was promoted to firing passenger engine for John Allen and fired until the spring of 1858. Then went into the roundhouse as machinist and extra engineer. In 1862 got a regular engine named the "Wakeman." Joined the Brotherhood of the Footboard in July,



Bro. J. H. Wurtsmith, Div. 226

1863, at Norwalk, O., which was originally Div. 5.

He left the C. & T. Ry. in the fall of 1854 to take a position on the Michigan Southern & Northern Indiana Railway. Was in service there until the 17th day of January, 1866, when all engineers struck, leaving their engines at noon. In 1867 accepted a position with the C. & A. Ry. Left the Alton in August, 1880, to go to the St. P., M. & M. Ry., at St. Paul, Minn. In July, 1882, accepted a position with the Northern Pacific Railway, and in May, 1885, returned to the Michigan & Ohio Railway, out of Marshall, Mich. In March, 1887, went to the C., M. & St. P., and stayed until 1893. From there he went to the I. C. Ry., and in 1895 left the I. C. Ry. to accept a position as master mechanic with the United States Gypsum Co. at Fort Dodge, Ia., and is still in their employ.

Yours fraternally,

J. R. BEDDOW, S.-T. Div. 226.

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### Bro. W. H. Tamplin, Honorary Member

NEWTON, KANS., Jan. 2, 1916.

EDITOR JOURNAL: Bro. W. H. Tamplin having been presented with badge of honorary membership in the G. I. D., we give a brief history of his early days as fireman and engineer.

Bro. W. H. Tamplin was born in Logan, O., March 7, 1842. He started his road services as fireman in August, 1861, on the Indiana Central Road between Dayton, O., and Indianapolis, for W. G. Murphy. Pary Little was master mechanic at Dayton, O. I fired freight about six months, when I was promoted to firing passenger for Val Case. When they got the road connected up at Bradford Junction to the Piqua & Columbus Road, I fired for Ben Zan on passenger from Indianapolis to Columbus, O., for about two years, then I went to Richmond, Ind., fired for Oliver Long on the Little Miami for about one year. My next move was to the D. & M., and I fired for Mr. Curtis. George Crane was master mechanic at Lima, O.; this was in 1866.

Mr. Crane was relieved by John

Black. Mr. Black promoted me to running yard engine at Lima, O., and after holding this position for about one year went to the C., H. & D. Road and fired for Dave McClutchen on freight. He was Chief Engineer for Division 28 at Dayton, O., for several years, and this brings back to mind a man of many good traits. He was a man of sterling qualities, and I liked to be in his company either on or off the road. It was through his efforts that I was promoted on this road in 1877. Was running there at time of the railroad riot in 1877. I went from the Hamilton & Dayton Road to the L. C. & S. W. at Crawfordsville. J. J. Curtis was master mechanic at that time.

I joined Div. 20, in Logansport, and John Cooper was Chief Engineer at that time. We got a new president on this road and he reduced our pay \$1 per day and then discharged all the men having back pay coming to them. I was discharged because of back pay, but they got the road in the hands of the receiver and I lost the money I had coming.

When the road was taken out of the hands of the receiver money went to pay off the first mortgage and all labor claims were lost. I then went to the Hamilton & Dayton Road again and after working about one year went to the National Home Road as second engineer under Henry Farmm. He resigned about six months after I came, so I was promoted to head engineer. This ended his career as a railroad man in the East, for he started West and went to work on the Santa Fe on April 6, 1881, as engineer.

George Hackney was superintendent of machinery at Topeka, Kans., and E. H. Esterbrook was master mechanic at Nickerson, Kans. The Santa Fe was a non-Brotherhood road at this time. H. R. Nickerson was superintendent. He also worked under Mr. Avery Turner, also Mr. Geo. Ayer as superintendent. He resigned about 10 years ago, and while he feels that he has outlived his usefulness as an engineer, still he enjoys mental and physical vigor and has assumed the less strenuous duties of life.

Brother Tamplin is a very well pre-

served man at his age and is the head of a large family, being the father of 11 children, of whom two pairs were twins. Of this number, four with his beloved wife have gone to their resting place. At present Brother Tamplin is living with one of his widowed daughters. He deals in real estate and has owned some of the best farms around Hutchinson, Kans.



Bro. W. H. Tamplin, Div. 252

While his many friends and comrades feel honored in having been associated with him, they join us in extending to him our hearty congratulations upon receiving this well-deserved honor, and his many long years of peaceful and happy life before going to reap the reward that awaits him on the Golden Shore, as he will no doubt reach that goal, as he has been and is at present an active member of the Methodist Church in good standing and esteemed by all.

Hoping you Brothers will accept his heartfelt thanks and express them in the same way to the Grand Lodge for his badge and kindness to him, I beg to remain,

Yours fraternally,

W. J. SCHERER, Div. 252.

## Railroad Men's Home

HIGHLAND PARK, ILL., Jan. 1, 1916.

**EDITOR JOURNAL:** The following donations were received at the Home during the month of December, 1915:

### G. I. A. DIVISIONS.

Div.	
382.....	\$3 06
462.....	2 80
Total.....	\$5 86

### SUMMARY.

Grand Division, B. of L. E.....	\$226 40
Grand Division, O. R. C.....	80 00
Grand Lodge B. of L. F. & E.....	60 00
B. of R. T. Lodges.....	106 00
G. I. A. to B. of L. E. Divisions.....	5 80
L. A. to O. R. C. Divisions.....	14 00
From the Kekionga Society of Div. 51, L. A. C.....	5 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
From a member of Div. 249, B. of L. E.....	1 00
	\$501 20

### MISCELLANEOUS.

Quilt from Sister Henrietta Ballou, of Lodge 338, L. A. to B. of R. T.

Quilt from Lodge 338, L. A. to B. of R. T., Chicago, Ill.

Quilt from the Kensington Club, of Lodge 94, L. A. to B. of R. T., Clinton, Ia.

Quilt from Div. 540, G. I. A. to B. of L. E., Paducah, Ky.

Quilt from Div. 98, G. I. A. to B. of L. E., Topeka, Kans.

Quilt, two blankets, 2 pipes, 11 face towels, 5 bath towels, tobacco, 26 pairs of socks from Divs. 500, B. of L. E., and 194, G. I. A., Cleburne, Tex.

Box containing hats, caps, shoes, towels, socks and canned goods from Div. 454, G. I. A. to B. of L. E., Orrville, O.

One cake, box cookies, 20 handkerchiefs, 9 pairs of socks, 4 bath towels and 2 hand towels, from Div. 309, G. I. A. to B. of L. E., Alliance, Neb.

Twelve turkeys, cranberries and celery from H. B. Clark, Hibernian Bank, Chicago, Ill.

Year's subscription to the Literary Digest, from W. S. Carter, President B. of L. F. & E.

Massive clock from Webb C. Ball, Cleveland, O.

Three and a half dozen handkerchiefs from Div. 272, G. I. A., Long Island, N. Y.

Two boxes of cigars from W. G. Lee, President Brotherhood of Railroad Trainmen.

Box of cigars from H. H. Hitchcock, Highland Park, Ill.

Two boxes of cigars from A. E. King, General Secretary and Treasurer, B. of R. T.

Two boxes of cigars from members of Lodge 555, B. of R. T., Detroit, Mich.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas.

Digitized by Railroad Men's Home,





## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### A Song of the Seasons

BY RICHARD HENRY BUCK.

Hail the blushing Springtime!  
When earth is robed anew  
In clinging gown of green and brown,  
And skies are fair and blue.  
When peep the little blossoms  
Above the dew-wet sod,  
And upward float the cuckoo's notes  
In songs of praise to God.

Hail to the bloom of Summer!  
The time of bud and leaf;  
When roses red their perfume shed,  
And life seems all too brief;  
When butterflies go winging  
O'er waving fields of rye,  
And thro' the trees the woodland breeze  
Chants nature's lullaby.

Hail to the mellow Autumn!  
When wheat is in the sheaf;  
When grassy blade and blossoms fade,  
And gold has tinged each leaf;  
When crops are safely garnered,  
And sheep are in the fold;  
When Summer's green has left the scene  
And turned to Autumn's gold.

And hail to stern old Winter!  
When snow is on the ground;  
When winds awake and stream and lake  
In icy chains are bound.  
When down the glist'ning hillside  
The speeding coasters steer,  
And wildly wheel the skates of steel  
About the frozen mere.

Like to this life the seasons  
Appear, then pass away;  
The wintry blast denotes how vast  
The progress of decay.  
Spring is the laughing baby,  
Summer is boyhood's stage,  
The Autumn-time is manhood's prime,  
And Winter hoary age.

### February

The month of February in our climate, March not excepted, is the most disagreeable one in the year, and it has good reason to be so. It has been the most ill-used of all the months.

At first it had no existence in the Roman calendar, and then it was introduced by Numa as the closing month of the year.

In 452 B. C. the decemvirs changed February from its position and placed it after January as the second month.

At this early period the months had 29 and 30 days alternately, while the days thus lost were regained by inserting an additional day in certain years between the 23d and 24th of February.

When Julius Caesar reorganized the calendar he ordered that each alternate month from January on should have 31 days, and the intermediate months 30, with the exception of February, which was given 30 days in leap year and 29 in other years.

This orderly and sensible arrangement was destroyed by the vanity of Augustus, who, not willing that the month named after him should be shorter than that named after his predecessor, took a day from February and added it to August, and in order that three months of 31 days should not come together he reversed the lengths of the four succeeding months.

It was thus that February came to have its present length, and the succession of lengths in the other months to be so annoyingly irregular. All Christendom suffers still from the vanity of a Roman emperor. February derived its

name from the word *februare*, to "expiate" or "purify," in consequence of the Roman festival of expiation and purification celebrated on the 15th of this month.—*From Golden Days.*

### Washington's Birthday

So many good reasons exist why the birthday of George Washington should be celebrated everywhere within the limits of the United States, that it is like threshing over old straw to rehearse them, but a few may be briefly noted. He was our first President, he served for two terms with honor and distinction, and as a private citizen he lived a life beyond reproach. This is the verdict of history, although history also chronicles that during his lifetime Washington had numerous enemies and was the subject of bitter attacks. His generalship was severely criticized, and the Continental Congress discussed the advisability of his removal from the command of the army; during his presidential term he was accused of monarchical tendencies, and all through his life he was taunted with being an aristocrat at heart. The truth seems to be that Washington was not a genial man in public or private life.

By nature quiet and reserved, increasing years and the habit of authority brought a certain gravity and dignity, which was generally mistaken for haughtiness. But time has hidden or explained away his faults, and we now see only his undoubted virtues.

He is held in love and reverence as the father of his country, and perhaps the only man whose birthday can be celebrated in every section without giving rise to discussion or dispute.

Even in England the name of Washington is received with marked respect and admiration, and linked with their own great generals, Marlborough and Wellington.

### St. Valentine's Day

Groundhog day safely over, and Washington's birthday still to come, St. Valentine's day is the white meat in the sandwich of days to be remembered as February's offerings.

While St. Valentine's is not a legal holiday, hearts are making merry on this the most gladsome of the year, and the dainty perfumed lacy things fill eyes with delight, even though the make-believes, the so-called "comics" cause unhappy tears. Let us hope today that kindness of heart has obtained to the exclusion of hurts and aches, and that the sending of the atrocious "comics" has been rendered as nothing in the face of the happifying ones with hearts and darts, cupids and fair ladies, and courtly men thereon.

Once upon a time when we older ones were young, what preparation was made for this day! How paste was made when Bridget's back was turned; how mother's best scissors were purloined to cut fancy shapes from gaily colored paper. How young heads bent earnestly over paint-box and brushes and how the young heart beat quickly at the thoughts of how "She" would take it; how "He" would find it under the door (and surely he would know from whence it came).

In what a hurry we were to finish supper the night before; the scurrying from the house with the precious missive in hand (who could wait for the day itself, when there was the cover of night waiting for the tender messenger of all the gods of Love?).

The soft sneaking to the door of the well-beloved; the gentle pull at the bell—no electric push buttons in those days, mind you—and the mad dash for safety; usually the tree-box or behind the gatepost of the house opposite, until the heart's idol opened the door and finding the offering on the sill, uttered a shriek of delight.

Then there was the box at school, which the teacher opened, and which after all was not so satisfactory, for there were many who were not the good saint's favorites and there were many cruel offerings sent that made unhappy faces and aching hearts.

There is so much beauty in the world; so much that adds happiness to human beings, one wonders at times what motive ever prompts anyone to send those malignantly designed "comics," the flaunting colors of which only offend, and the senti-

ments inscribed thereon only appealing to those of low tastes. If the influence of surroundings counts for aught, how pleasant must be the thoughts of even the overworked women and children in those factories given over to the manufacture of dainty, lacy valentines, and how unsatisfied those who aid in the manufacture of those atrocities calculated to wound—the comic valentines. This is the one day in the year when free speech finds its opportunity; this is the day when bashful swains may find the messenger of St. Valentine convenient, and this is the day when the gift-bearing mail is heavy for the postman who carries messages of love and hope; those fair speechless messages that cry aloud the burden of affection with which they are laden.

Blessed be St. Valentine's day when the banner of love flies gaily and when hearts may utter the sentiments prompted by the little god himself. The precise reason for this day is not easily discovered. The saint for whom the day was named lived in the third century and in some way attracted the attention of the Roman Emperor, Claudius, who sought to win him back to paganism. The story goes that the emperor commissioned one Asterius to secure this conversion, but the saint turned the tables on his tempter and converted him to Christianity by restoring sight to his blind daughter.

It has been suggested that the celebration of St. Valentine's day is a survival, with Christian sanction, of the ancient Roman festival of the Lupercalia, at which it was customary to put the names of young women in a box, from which they were drawn by the men as chance directed.

A similar custom was popular for centuries in England and France, and something like it long ago crossed the seas and found vogue here.

As a device in love-making it was bound to survive, for when did a lover ever have too many ways of telling his sweetheart about his state of mind? So the day endures because it satisfies so many different sentiments that are common to humanity at all times and in all places.

### My Valentine

There's a stealthy tread, the doorbell rings,  
And the patter of living feet.  
The missive that's left never came by mail,  
For the postman was never so fleet,  
And I guess by the writings zigzag course  
Above and below the line,  
'Tis a letter sent through cupid's mail,  
By my little Valentine.

And all day long there's a roguish look  
Round the lips that can hardly keep  
The secret that's ready all the time,  
From its hiding place to leap.  
So I often ask just to see the smile,  
If any good friend of mine  
Can tell me who in the world has sent  
My pretty Valentine.

But when night's dark shadows gently fall,  
Just before we say good night,  
And I hold close in my encircling arms  
The dear little form so white,  
In whispers soft the secret's told—  
The red lips close to mine  
I press and pray, "God keep thee safe.  
My little Valentine." ANON.

### Why Girls Go to Factories

These girls who rush to their factories are young things in their teens, hardly out of the grammar school. They have not run away from home. They have not resented household tasks, they have gone to the factory because they love their father and mother, their brothers and sisters, and because home is the dearest place in the world for them. Before the day's work abroad is begun they are up early to help in the household and they hasten home at night to wash and iron and mend and have the comfort of their own homes with their families and friends. They have gone out as their brothers have gone out, because their wages are needed to help pay rent and buy food and clothes for the household. They work hard on piece-work and thousands of them carry home at the end of the week ten or a dozen dollars to a widowed mother for her support and that of the younger children. We know them and honor them for their love of the home God gave to them; all their money goes to their mother, and she gives back to them what they need for personal expenses.

Of course they have not gone into domestic service. Why not? Because they love their home; another's home is not their home. To charge them with a lack of domesticity because they prefer

to go out during the day and earn money to save their own home, rather than go out and work for strangers, without any home at all, with no mother, no brother or sister, where they are not treated as equals, this is a monstrous perversion of the facts. There are families in which the housemaid is treated with consideration and even love, and in which her place of work becomes a home; but how few are the cases in which the housemaid finds a home attractive enough to hold her for 10 or 20 years.

Nor is it just to charge that these girls go to the factory because they do not wish to have a home of their own. The fact is that it is their desire and aim to leave the factory for a husband and a home, however humble. It is an unfortunate young woman among them who does not soon find herself attached to a young man whom she is looking upon as a possible husband. They know they stand a much better chance to get acquainted at home than at service; the home living-room is much more attractive to desirable company than is the servant's kitchen, and the majority of mistresses do not desire that their maids should have "followers." For the sake of a prospective home of their own, as well as for the enjoyment of their parents' home, working girls prefer the factory to domestic service.—*Independent*.

### What Girls Can Do

This is a day when girls are learning to specialize in domestic affairs, just as men do in business and professional problems. With the Corn boys who went to Washington were several girls who had won prizes as bread and cake bakers. And in Washington, Philadelphia and New York these girls attracted as much attention as if they had been well-known actresses.

But Columbus, O., is not one whit behind the country districts in this line. Alois Mason, a 14-year-old girl, is one of the best cooks in the State. The bread and cakes she bakes have won her the admiration of everybody who knows her and who have had the chance to eat her good cooking.

Alois is a new "wonder girl." She

gets up at 5 o'clock every morning, and bakes 25 double loaves of bread for her mother's restaurant. And every piece of it is eaten. Mrs. Mason owes her patronage to the delicious bread, pies and cakes which her 14-year-old daughter bakes every day.

This young girl likes to have fun as well as anyone else, but she does not have much time for it. When other girls are thinking about dancing, and "movie" shows and such pleasantries, she is looking anxiously to see if her bread and cake are up to their usual standard, or she is molding the dough into proper form to be baked.

Any girl would be willing to be called by the nickname of this young girl—"Lois Dough." That is what the patrons of her mother's restaurant and her friends call her. She is the dough queen of the North Side, and Columbus has something else to be proud of. Not every girl can beat a professional in bread and cake baking, but this one can.

Alois is not backward in her studies, even though she does bake all the bread and cake and pies a flourishing restaurant uses. She is a freshman in the North High School, and she stands well in her classes. So she is preparing herself to make a happy home for herself some day.

The "one touch of sympathy which makes the whole world kin" is found in the Mason home. The father of young Lois has suffered for years from rheumatism, and it has incapacitated him for work. Then the wife took up the burden, and as little Alois grew older she shouldered her share of it. Today she is the backbone of the restaurant, because it is her bread, her cake and her pies which have attracted a large patronage.

One feature of the excellence of her work is worth mentioning: she has not studied in any school of domestic science. Her mother has taught her the good old-fashioned way of cooking, and she is making a success of the work. After all, "mother's way" seems to be the best way. This girl has demonstrated it.

When Alois was 12 years of age she first started to make bread. She had the "knack" of it from the beginning, and for the past two years she has proven

that she should have been one of the girls to go to Washington on the Corn boys' special. Perhaps another year she may do so. — *Columbus Evening Dispatch*.

In reading this article I was impressed with the fact that this young girl, in her willingness to be helpful to her mother, was taught by that mother the almost forgotten art of bread-making. Most girls think a course in domestic science, with all its expense, is necessary to learn the art of cooking, when a few hours a day in mother's kitchen would produce marvelous results. — Ed.

### Ogden Union Meeting

On September 22 and 23 Ogden, Utah, was the scene of a union meeting held by the members of the G. I. A. in the W. O. W. Hall. Four Divisions were represented by 100 members. Div. 237 called the meeting to order at 10 a. m., with Sister Dempson in the chair. The Grand President, Sister Murdock, was escorted to the rostrum and given the grand honors.

The meeting adjourned at noon, at which time luncheon was served by the Sisters of Div. 237.

The afternoon meeting was called to order by the President of Div. 102, and the work of installation of officers was exemplified.

The following day the Sisters met at the hall and were taken for a sight-seeing trip over the city and through the beautiful Ogden Canyon. Returning to the hall at noon, lunch was served by the Ogden Sisters, the tables being beautifully decorated.

In the evening a reception was given in honor of our Grand President, to which the Brothers were invited. After a very interesting address by Sister Murdock the evening was given over to cards.

The entire two days were fully enjoyed by all.

MRS. GEO. LUCAS.

### Schools of Instruction

#### BUFFALO SCHOOL

Notwithstanding the rush which is generally on for a few weeks before the holiday season, there were held some of the most interesting events of the year

for the G. I. A. in the month of December.

The school of instruction held in Buffalo, N. Y., with Div. 232, was one of these pleasant diversions.

Sister Watkins, the President, was most happy in welcoming the Grand Officers, Sisters Murdock, Cassell, Miller, Mains, Bailey and Garrett.

It is quite an unusual thing to have as many as six Grand Officers at any such meeting, and the Buffalo Sisters were to be congratulated. The fine large hall was filled to overflowing, over 200 members being present from Divisions located in Canada, Syracuse, Erie, Pa., Galeton, Pa., Buffalo, Cleveland, O., and Corning — 26 Divisions being represented. Div. 232 did the ritual work in its entirety, the Grand President making all corrections. Grand Officers were introduced by President Watkins in a beautiful impressive manner, making each one feel the sincere welcome accorded her. The ritual work could not have been much better done, and the musician, Sister Donovan, deserves special mention for her splendid taste in the selection of marches, and her skillful manner of playing the same. The installation of officers was a real one, Sister Murdock acting as installing officer and Sister Mains as Marshal. Sister Kimball, of Corning, N. Y., relieved the musician so she could be installed. With two such women at the piano, methinks any set of officers would be inspired. After the installation Sister Kimball was called upon to give an exhibition of whistling, which she did in an able manner, she being a past-master in the art of whistling.

Grand Officers in turn made remarks, and were listened to with marked attention, after which a great deal of fun was created by Sister Watkins, when she presented each with a pair of kids — they were white kids, and all alike, and the responses as well as the presentation caused much merriment.

Supper was served in the hall, and it was decided to have a school annually in Buffalo, it being such a central place, affording many the pleasure of attending. The day spent with Div. 232 and the genial President will not soon be forgotten.

## NEW YORK SCHOOL

The annual New York school of instruction was held on December 15, with Div. 215, Union Hill, acting as hostess.

Owing to the recent storm throughout the East the attendance was much smaller than is usual at the New York schools. The Grand President is always present upon these occasions, and acts as the Instructor. These meetings are looked forward to from one year to the next, and are occasions of great interest to the many Divisions in and around the city of New York. At this meeting about 70 Sisters were in attendance, and the Grand Office was represented by Sisters Murdock, Cassell and Bailey.

It was indeed a pleasure to meet with the interested ones who had braved the elements to get to the meeting.

Eleven Divisions were represented. An all-day session was held, and it was conceded by all that Div. 215 did all the work in a most creditable manner, Sister Roe being especially good at the piano. A march was taken, and Sister Lyons won the prize, a silver spoon with the B. of L. E. building engraved on the handle. Sister Murdock was presented with a gold piece, and the Grand Officers and others gave talks for the good of the Order. It was a great pleasure to meet so many of the good old members of the G. L. A., making us think of the days of "Auld Lang Syne," when years ago we used to visit the New York Divisions when these same members were young and their tresses were not streaked with gray; but the years will come and the years will go, and we will hope to attend many more of the splendid schools held in the vicinity of little old New York.

## PHILADELPHIA SCHOOL

Following the schools held in Buffalo and New York came the one in Philadelphia, held by Div. 253, Sister Anna Buck presiding officer.

The meeting was held on December 18, in a beautifully decorated hall. The day was a very wet one and the pavements slippery, which kept many at home who would otherwise have attended the meeting. The ritual work as presented by Div. 253 called for very few corrections. At this meeting Sisters Murdock, Cassell, Bailey and Wilson were present to congratulate the Philadelphia Sisters for their hospitality and efforts made which resulted in a splendid meeting. The new memorial service was put on in a most beautiful manner. It was the first time many of us had seen it given, except at convention time, and all present appreciated the effort Div. 253 had made to work it out and present for our benefit. Grand Officers and Sister Harveson were

entertained at a 6 o'clock dinner at the home of Sister Buck, and the evening was spent in a social way. The following evening at the celebration of the 50th anniversary of Div. 71, B. of L. E., we were proud of the part taken by Sisters of Div. 253. They gave a drill which was beautiful, as led by Sister Buck.

Those who were fortunate enough to attend the school of Div. 253 and the following two days' celebration of the 50th anniversary of Div. 71, B. of L. E., surely enjoyed every minute of the festivities, and the refined, beautiful manner in which every detail was carried out will linger long in the hall of memory.

## A Genuine Surprise

At the close of the old year, members of Div. 65 surprised the Grand Vice President, Sister Cassell, at her home in Cleveland, O. They came in a body for an afternoon party and brought a fine lunch with them. Taking possession of the dining-room and kitchen they were soon ready to serve the coffee and edibles, which they proceeded to do, seating Brother and Sister Cassell at the head of the table.

Full justice was done to the good supper, and while the party was still at the table Sister Garrett arose, and, on behalf of Div. 65, presented Sister Cassell with a lovely silk Pullman robe, and wished her a happy New Year. The surprise of their coming to her home was a complete one, and the beautiful gift made it a double surprise. After recovering somewhat Sister Cassell thanked the Sisters for this token of their love, and said among other things that she appreciated more than words could express the kindness of these Sisters who had done so much to make her feel at home in a new place after living all her life in another city.

Such a kindly spirit as was shown in this act of Div. 65 at such a busy time of the year helps to make life brighter, and will always be remembered as a bright spot in the life of the recipient.

May the New Year bring every blessing to these Sisters of Div. 65 who brought cheer to the heart of Sister Cassell.

## Widows' Pensions

The widows' pensions idea has spread more rapidly than any other humanitarian idea of recent years. It began its formal existence in Kansas City only four years ago. Its next conquest was Illinois. In California it had already grown into existence in an informal manner. From these western beginnings it has now come eastward and has even

made its way, after large numbers of "expert investigations," into the statute books of New York. It is established today in 22 States.

In 1911 Judge Porterfield of Kansas City, in charge of the Juvenile Court of that city, saw that certain women whose husbands were dead or in prison were unable to perform the double duty of earning a decent living for their children and of bringing up those children decently. Sometimes they would have to surrender those children to asylums and other institutions. He came to the conclusion that it was better to pay a mother to care for her children than to pay an asylum. And there you are! He went down to the legislature and got a law permitting him to do it. — *Everybody's Magazine*.

### A Bed on the Tracks

In some of the uncivilized parts of the world which are penetrated by common carriers, railroad tracks are said to be favorite sleeping places for many of the natives. A brief article in *Popular Mechanics* says that in India, women and children who are employed in unloading freight cars are not infrequently seen sleeping on the tracks, with their heads resting on the rails. This often makes it necessary for some one to walk ahead of a train and awaken the sleepers before the train can pass. In certain sections of China a similar condition exists, and is responsible for a large percentage of the fatalities caused by railroads there. Upon first seeing a locomotive, the natives are usually filled with dread. This fear almost invariably gives way later to supreme confidence. — *Gospel Herald*.

### No Smiling Matter

The Good Book says 'twas Adam's rib,  
But I for one believe  
That just his funny bone was used  
To manufacture Eve.

Because since then the race of men  
(They can't deny it's true),  
Have laughed at every single thing  
We women say or do.

They ridicule the clothes we wear,  
No matter what their style;  
And be it hoops or hobble skirts,  
They each provoke a smile.

To see us sharpen pencils  
Just tickles them to death,  
And when we climb a ladder,  
They laugh till out of breath.

They love to put us on the cars,  
And watch our awkward strides,  
And when we get off backwards  
They grin and hold their sides.

They snicker when we drive a nail  
Up somewhere in the house;  
They chuckle when we sign a check,  
Or frighten at a mouse.

And so it goes! These men folks think  
We're absolutely funny.  
There's just one time they never smile,  
'Tis when we ask for money.

— *Ernestine B. Norris*.

### Membership, Quarter Ending Jan. 1, 1916

Total membership Oct. 1, 1915.....	24,985
Total number admitted during fourth quarter ending Jan. 1, 1916.....	283
Total number forfeited during fourth quarter by withdrawals, transfers, suspension and death.....	101
Total gain during fourth quarter.....	182

Total membership Jan. 1, 1916..... 25,147

MRS. EFFIE E. MERRILL, Grand Sec.

### Notice

A cordial invitation is extended to all members of the G. I. A. to attend a union meeting of the Eastern circuit, to be held under the auspices of Div. 137, in Eagles' Hall, 1201 N. 6th st., Harrisburg, Pa., on March 30. Meeting called at 1 p. m. sharp.  
SEC. EASTERN CIRCUIT.

### Division News

THE officers and members of Div. 401, Yoakum, Tex., extend their hearty greetings and good wishes to all Sisters for the coming year.

Our meetings are held the first and third Tuesdays of each month. Visiting Sisters will be welcome at any time. This Division is doing good work, and have had a remarkable growth in the few months of its existence. Our members take an active interest and give freely of their time and ability to make our every effort a success.

Therefore we send our best wishes for a happy New Year to all.

LOTTIE BLACK.

DIVISION 99, Salem, Mass., is looking forward to a prosperous year. At the annual election nearly all the officers were reelected for their efficiency. With the advent of the New Year we begin to look around for ways and means to replenish our treasury. Last year we had a supper and sale which netted us a goodly sum. Our President, Sister Wallace, had charge of the sale and Sister Lindsay the supper.

They were ably assisted by an efficient committee, and nearly all Sisters helped financially, so we must praise them all.

We are to have a whist party and dance soon in order to get means to help a worthy Sister. It is a pleasure to see the unanimous vote when a motion is put to help a needy Sister. We surely are banded together for mutual protection, and I am proud to be the wife of one of the heroes of the throttle, and a member of the G. I. A. COR. SEC., Div. 99.

ANOTHER link has been added to the chain of pleasant memories in the history of Div. 431, Dallas, Tex.

Sister J. F. Harriot, ably assisted by Sisters Jay, of Fort Worth, and C. E. Hamilton, was the charming hostess, recently, to a number of Sisters, Brothers and friends at her home in South Dallas. The games of bunco and hearts were the diversion of the evening. Conversation never flagged throughout the salad and ice courses served by the hostess. This social was thoroughly enjoyed, and will gain several new members for our Division.

MEMBER OF 431.

Just a few lines from Div. 300, Amarillo, Tex. During the past year our Division entertained the Brothers of Div. 299 with a supper every three months, which they appreciated very much.

At our first meeting in November we presented our President, Sister Arthur Anderson, with a handsome library lamp, in appreciation of her faithful work as President for three years. She had also served us as delegate to convention. After the meeting we went to the Chocolate Shop, where a dainty luncheon was served.

On New Year's Day, at the home of Sister Anderson, our Division received the ladies of the different railroad Orders in the afternoon, and in the evening the Brothers of our own Division. In this way we feel that the year was well begun.

DIVISION 300.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Feb. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Jan. 31, 1915.

#### SERIES A

##### ASSESSMENT No. 111

St. Paul, Minn., Dec. 7, 1915, of acute dilatation of heart, following operation, Sister Emma Young, of Div. 125, aged 36 years. Carried one certificate, dated Nov. 1909, payable to Vernon E. Young, husband.

##### ASSESSMENT No. 112

Dunsmuir, Cal., Dec. 10, 1915, of stomach trouble, Sister Anna Micander, of Div. 163, aged 42 years. Carried one certificate, dated Aug. 1906, payable to John Micander, husband.

##### ASSESSMENT No. 113

Worcester, Mass., Dec. 11, 1915, of old age, Sister Augusta Cheney, of Div. 224, aged 88 years. Carried two certificates, dated April 1897, and April, 1900, payable to Susan Smith, niece.

##### ASSESSMENT No. 114

Evansville, Wyo., Dec. 14, 1915, of leakage of heart, Sister Beulah Carroll, of Div. 102, aged 32 years. Carried two certificates, dated Sept. 1913, payable to Thos. Carroll, husband.

##### ASSESSMENT No. 115

Port Jervis, N. Y., Dec. 16, 1915, of cerebral apoplexy, Sister Alice Curtis, of Div. 66, aged 47 years. Carried two certificates, dated March, 1913, payable to Matthew Curtis, husband.

##### ASSESSMENT No. 116

Cumberland, Md., Dec. 16, 1915, of intestinal nephritis, Sister Sallie Creel, of Div. 117, aged 77 years. Carried one certificate, dated March, 1900, payable to Mattie Snyder, daughter.

##### ASSESSMENT No. 117

Carbondale, Pa., Dec. 20, 1915, of nephritis, Sister Ora Peck, of Div. 276, aged 64 years. Carried two certificates, dated Dec. 1893, payable to Joseph Peck, husband.

##### ASSESSMENT No. 118

Clinton, Ia., Dec. 24, 1915, of hypostatic congestion of lungs, Sister Harry Betchel, of Div. 149, aged 67 years. Carried two certificates, dated Dec. 1896, payable to Libbie B. Goza, daughter.

##### ASSESSMENT No. 119

Rochester, N. Y., Dec. 24, 1915, of nephritis, Sister Thomas Rily, of Div. 11, aged 69 years. Carried two certificates, dated Aug. 1896, and Dec. 1896, payable to Thos. Rily, husband.

##### ASSESSMENT No. 120

Chicago, Ill., Dec. 30, 1915, of heart disease, Sister Charlotte Brink, of Div. 492, aged 51 years. Carried one certificate, dated July 1904, payable to Horace Brink, husband.

##### ASSESSMENT No. 121

Centralia, Ill., Dec. 31, 1915, of pneumonia, Sister Theresa Pratt, of Div. 91, aged 78 years. Carried two certificates, dated April 1892, and March 1900, payable to Dellie O'Neil, daughter.

##### ASSESSMENT No. 122

Corning, N. Y., Jan. 3, 1916, of pneumonia, Sister Julia Young, of Div. 23, aged 62 years. Carried one certificate, dated Dec. 1902, payable to Anna Pratt, Margaret Falls and Agnes Barts, daughters.

##### ASSESSMENT No. 123

Port Jervis, N. Y., Jan. 3, 1916, of pneumonia, Sister Nettie Hough, of Div. 66, aged 63 years. Carried two certificates, payable to Lester Hough, husband, and John Harden, nephew.

##### ASSESSMENT No. 124

Huntington, Ind., Jan. 4, 1916, of pneumonia, Sister Lodema Holmes, of Div. 19, aged 68 years. Carried two certificates, dated Feb. 1893, payable to John Holmes, husband.

##### ASSESSMENT No. 125

Pittsburgh, Pa., Jan. 6, 1916, of cancer, Sister Elizabeth Moyer, of Div. 476, aged 54 years. Carried one certificate, dated April 1909, payable to John J. Moyer, husband.

##### ASSESSMENT No. 126

New Haven, Conn., Jan. 6, 1916, of cerebral hemorrhage, Sister Elizabeth Close, of Div. 177, aged 68 years. Carried one certificate, dated Jan. 1902, payable to Samuel Close, husband.

Members will pay their Insurance Secretaries on or before Feb. 29, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 89 and 90A, 11,089 in the first class, and 5,767 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.



## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

**Q.** With reference to the answer given in last month's issue of the JOURNAL, relative to wheel sliding and the cause for same, would say that it has caused some lively discussion among the boys here; some agreeing with the writer, while others will not agree that an engineer should be held responsible for sliding a single pair of wheels in a train. Now here is another question we do not

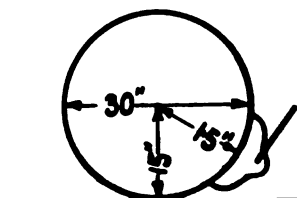


Fig. 1

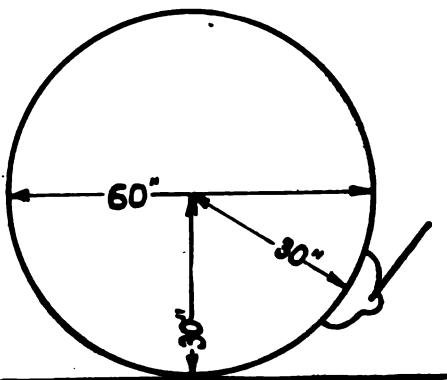


Fig. 2

agree on. It is a well-known fact that the drivers slide oftener than any other wheels in the train, and yet, so we are told, the braking power on these wheels is not as great as that on the tank or on the cars. In trying to figure this out, some of us have decided that this was due to the difference in size of the wheels. To make clear just what is meant, let us refer to the sketch, which I am inclosing. Let Fig. 1 represent a 30-inch wheel and Fig. 2 a 60-inch wheel. It will be seen that the brake shoe on the 30-inch wheel is working on a 15-inch lever, trying to stop the wheel revolving; while the shoe on the 60-inch wheel has a 30-inch lever, trying to do the same thing. Now let us imagine a case where the pressure is the same on both shoes; will not the holding power of the shoe on the 60-inch wheel, acting through a 30-inch lever, be greater than that of the shoe on the 30-inch wheel acting through a 15-inch lever? And if it is, will not the larger wheel be the first to slide?

R. N. B.

**A.** Your solution of the problem is indeed quite feasible; however, there is another way of looking at this. Admitting for the sake of argument that the brake shoe acting on the larger wheel has a greater tendency to prevent the wheel revolving than has the shoe on the smaller wheel, even though the pressure be the same on both shoes, yet to secure a satisfactory answer it will be necessary for us to complete our lever, and in doing this we have added the line AB.

It is, of course, understood that a lever has three points: the power point, the fulcrum, and the weight, and by referring to the cut we find that ABC is our complete lever. Let us consider A the power plant, B the fulcrum, and C the load or weight. Now it will be noticed that the power arm AB in each wheel is the same length as the weight arm BC; in other words, we have a one to one lever in both cases; which means that the friction of the shoe acting on the larger wheel will be as easily overcome by the power as the friction of the shoe on the smaller wheel; or, putting this another way, the friction of the shoe acting on the larger wheel will have no greater power to cause the wheel to slide than has the shoe on the smaller wheel. The amount of brake power which can be applied to a wheel, without causing it to slide, depends on two things: namely, the frictional force between the wheels and the rails; and the frictional force between the shoes and the wheels. As an example of this, let

us imagine rails made of ice; when the brake is applied how quickly the wheels will slide; again, let us imagine the dry, clean, steel rails and the brake shoes made of ice; in what distance would the stop be made? It is assumed that in either case we would not want to meet a "short flag." From this it may be seen that the size of the wheel does not enter into the wheel-sliding problem. The frictional force or "adhesion" between the wheel and the rail, which is the force acting to keep the wheel turning, depends upon the weight carried by the wheel and the coefficient of friction—the holding power—between the wheel and the rail. The frictional force between the brake shoe and the wheel depends upon the pressure on the shoe, and on the coefficient of friction between the shoe and the wheel. The coefficient of friction between the wheel and the rail will vary more or less, due to the condition of the rail, and in some instances vary widely, as in case of a frost-covered rail. The coefficient of friction between the brake shoe and the wheel also varies, depending, as it does, on the nature of the metals in the shoe and wheel, the speed of the train, time required to make the stop, and the pressure on the shoe. From this it may be seen that in the designing of a brake that will develop what might be termed the proper brake power, many things have to be considered, and with the many variations as to the value of each part in the brake apparatus it points out how necessary it is for the engineer, who must act as an equalizer of these values, to exercise most careful judgment. Your statement that the driving wheels slide more often than do other wheels in the train may not necessarily be true, as where the other wheels slide we may know nothing of it on the engine. However, when the driving wheels slide we know of it at once, or at least when they again begin to turn. And the fact that they slid is sometimes impressed upon our memory by a liberal dose of what they call "discipline." And this is, no doubt, what leads us to believe that the driving wheels slide more often than do other wheels in the train.

Q. Will you please explain the follow-

ing air brake puzzle: The engine I am running is equipped with the the E-T type of brake, and here the other day, when spotting her on the table, I used the automatic brake valve, making an emergency application, and then returning the handle to lap position. After standing some little time I noticed the train line hand on the air gauge commenced to go up and the brake finally released down to a pressure of about 10 or 15 pounds. Now, of course, this meant leakage of main reservoir air into the brake pipe, but just how it got in there was the puzzle. I tested the rotary valve and body gaskets in the brake valve and found them O.K.; then thinking this leakage might be coming through the dead engine device, I disconnected the pipe where it connects to the train line and found it free from leakage. Next, I charged up the brake and made a service application, and found to my surprise that the brake remained applied, and the brake-pipe pressure remained stationary. Now, the puzzle is, where did the air come from that increased the brake-pipe pressure when an emergency application was made; how did it get into the train line; why did the brake release down to 15 pounds; why did it not release fully after it once started; why did it release at all? R. C. M.

A. Judging from your questions, it is evident that the distributing valve on your engine is equipped with a quick-action cap. And the answer to your puzzle is, the non-return check valve failed to seat properly following the emergency application of the brake. To make this clear let us say a word on the operation of the distributing valve in an emergency application. First of all, when a sudden reduction of brake-pipe pressure is made, the equalizing piston in the distributing valve will be moved to its extreme travel, moving the emergency valve, opening the emergency port, allowing brake-pipe air to flow down on top of the non-return check valve, unseating this valve, and on to the brake cylinders. Now, when the brake-pipe pressure becomes slightly less than that in the brake cylinders the check valve is supposed to seat, thereby preventing air from the brake cylinders flowing back into the

brake pipe. But in the case you mention, it is evident that the check valve did not seat and prevent this back flow of air; therefore, air from the brake cylinders, which, by the way, is main reservoir air, recharged the brake pipe. The next part of your question is, Why did the brake partially release? This may be explained as follows: Air from the brake cylinders recharged the brake pipe to a pressure above that in the pressure chamber, causing the equalizing piston and its slide valve to move to release position, in which position the application chamber—which is cut off in emergency position—is again connected to the application cylinder, allowing the air in this cylinder to expand into the application chamber. This causes a drop of application cylinder pressure, and a corresponding drop of brake-cylinder pressure. Here a question might be raised—how can the brake-cylinder air recharge the brake pipe to a pressure above that in the pressure chamber?—as in an emergency application the pressure chamber, application cylinder and brake-cylinder pressures are supposed to be the same. The probable solution of this is that due to high friction in the application piston and its valves and possibly a defective application piston graduating spring, the brake-cylinder pressure was built up a few pounds higher than that in the application cylinder before the application valve was moved to lap position, thus permitting the brake pipe to be recharged to a pressure above that in the pressure chamber. The reason that the brake did not release fully is, the distributing valve release pipe was blanked by the automatic rotary valve being in lap position.

**Q.** Why are two upper and two lower receiving valves used in the Westinghouse cross-compound pump, while in the 9½-inch and 11-inch but one upper and one lower valve is used? **C. R. A.**

**A.** When the Westinghouse Air Brake Company first put out the cross-compound pump they used but one upper and one lower receiving valve, and these valves were of such a size as to accommodate the air coming from the atmosphere to the low-pressure air cylinder.

However, it was quite frequently found that these valves would break, no doubt due to their being so large, and to get away from this trouble they resorted to the smaller valves. Then to get the proper opening for the air to enter the cylinder freely, two upper and two lower valves were used. The intermediate discharge valves were changed for the same reason; that is, two upper and two lower valves are now used.

**Q.** Will you please let me know what is the capacity of the main reservoir in general use? **C. R. A.**

**A.** Main reservoir may vary in size according to the kind of service in which the engine is employed, and on a number of roads, it is the size and number of pumps that determine the size of the reservoir, regardless of the class of service. The following will give a fair idea of the size of reservoirs used with the different size pumps:

Kind of Pump.	Main Reservoir Capacity in cubic inches.
One 9½-in.	50,000
Two 9½-in.	65,000
One 11-in.	60,000
Two 11-in.	70,000
One cross-compound	70,000

**Q.** My engine is equipped with a sight feed lubricator to the air end of the pump and I find it a very convenient means for oiling this cylinder. Now, here lately the oil seems to blow back into the sight feed chamber, and the glasses have become so discolored that one has to guess the amount of oil going to the pump; now where is the trouble and what is the remedy? **C. A. B.**

**A.** In the fitting, where the oil pipe connects to the pump, you will find a ball check, seating upward, which is supposed to prevent air entering the oil pipe; and where the check does not seat properly, there is a tendency for the oil to be carried back into the sight feed chamber, thus discoloring the glasses. The remedy, of course, is to put the ball check in proper working condition. Where lubricator glasses become "pitted" or rough, it is difficult to see through them, and the remedy for this is to have the glasses smoothed up or replaced with new ones.

**Q.** Our instructions are to feed only six

or eight drops of oil to the pump each time it is oiled; but when the feed valve is opened the oil will run in a stream and it is hard to tell just how much oil the pump receives. Now, is there a remedy for this trouble, if so, what is it? C. A. B.

A. This trouble may be overcome in the following manner: Desiring to lubricate the pump, open the emergency valve about one-half turn and then close it, when the sight feed valve may be opened, allowing the desired amount of oil to go to the pump. Where the emergency valve is left open while the sight feed valve is being operated, there is a tendency for the oil to run in a stream, due to the high pressure coming from the lubricator; but by opening and then closing the emergency valve before operating the regulating valve, the pressure found in the pipe between the two valves will not be sufficient to cause the oil to move in a stream.

Q. In looking over some of the back numbers of the JOURNAL, I noticed an article on the Westinghouse cross-compound pump, and the statement is made that the low-pressure steam piston has no connection whatever with the valve gear of the pump; now why is this? While this may be one of the foolish questions sometimes asked, yet when we think of our compound engines, we find that the motion created by each steam piston has its influence on the valve gear that distributes steam for each cylinder; therefore this question on the pump.

#### COMPOUND.

A. Your question is indeed peculiar, and it is evident that you have had little or no experience in operating this type of pump. However, it is quite gratifying to learn that the members of our organization are not accepting things simply because they appear in print, but are trying to reason for themselves. In the construction of all mechanical devices it is the aim to create them of as few parts as possible, and at the same time to operate in the most simple manner. In this device, the cross-compound pump, the valve gear, or rather the valve itself, is so constructed that the motion derived from the high pressure steam piston is all that is necessary for the proper dis-

tribution of the steam to both cylinders. This, therefore, makes it unnecessary for the low pressure steam piston to be any way connected to the valve gear, thus showing the mechanical skill of the designer.

Q. Will you please answer through the columns of our JOURNAL the following question on the E-T locomotive brake? I am running an engine in switching service and have had the following trouble with the brake when releasing: When a heavy application is made and the handle returned to running position the brake will release at once, but if a light application is made it will not release, and the only way you can get it to release is by making a heavy application. I have had the independent brake valve changed but this did no good; and as you possibly know, I use the straight air altogether in my work, and to have it act in this manner causes considerable delay. Now, where is the trouble and what may be done to overcome it?

M. M. L.

A. The brake failing to release is due to high friction in the application piston and its valves in the distributing valve. To make clear just what is meant, let us say that in the release of the brake it is first necessary to drop the pressure on the application cylinder side of the application piston, when the pressure on the brake cylinder side of the piston will force it to release position, releasing the brake. Now where the brake cylinder pressure is not high, as in a light application, and the application piston and its valves hard to move, due to dirty condition, the pressure on the brake cylinder side of the piston may not be sufficient to move the parts to release position; consequently the brakes will not release. The remedy, of course, is to have the application parts of the distributing valve cleaned and lubricated.

Q. Here is a question for the JOURNAL which I believe will interest every man running a passenger engine. I had an engine the other day, and when coupled to a train of eight cars, just as soon as the automatic brake valve handle was moved to lap position, air would commence to blow at the brake-pipe exhaust port, which I thought was caused by

leakage from the equalizing reservoir or its connections. But in this I was mistaken, as no leak could be found. Another peculiar thing about this is, with the engine alone, there would be no blow at the brake-pipe exhaust port when the handle was moved to lap position. Now I am going to leave this to Bro. Lyons to figure out if he can, as it certainly has got me guessing.

A. For air to blow at the brake-pipe exhaust port it is necessary for the equalizing piston to rise and unseat the exhaust valve; and for the piston to rise it is necessary that the pressure above it be reduced; so now all that is left for us to do is to find out how this pressure was reduced. As the volume of the equalizing reservoir is small, its pressure may be reduced quite rapidly, even though the leakage from it be light; therefore careful inspection will have to be made. In trying to locate the leak, a burning torch, or what is still better, painting the parts with soapy water, will be of great assistance, and don't forget that this leakage may be in the little copper pipe leading to the gage, or may be in the pressure tube of the gage itself. It is also possible for chamber "D" air to leak to the atmosphere through the body gasket of the brake valve. Now the reason for this trouble not occurring with the engine alone is that brake-pipe leakage found on the engine dropped the pressure under the equalizing piston, due to the small volume of the brake-pipe, as fast or faster than the leak dropped the pressure in chamber "D"; consequently the equalizing piston did not rise to unseat the exhaust valve, therefore there was no blow at the brake-pipe exhaust port. When coupled to the train, the brake-pipe volume being so much greater, its pressure was not reduced, on account of leakage, as fast as chamber "D" pressure was reduced, therefore the equalizing piston was forced upward, unseating the brake-pipe exhaust valve, allowing brake-pipe air to escape.

Q. Will you please let me know what will cause the straight air to stick, that is, fail to release when the handle of the straight air brake valve is placed in

release position? Now the only way you can get it to release is to make an automatic application and then go to release and back to running position. The engine is equipped with the L-T brake and I have always been told that the automatic and straight air were entirely separate from one another, and if they are, why is it necessary to use the automatic brake valve to secure the release of a straight air application? A. R. T.

A. Your understanding of the operation of the L-T equipment is correct, that is, in so far as the operation of the straight air brake valve and control valve are concerned; meaning by this that the control valve takes no part in the application or release of the straight air brake. The only connection between the automatic and straight air features is that both use the same brake cylinder pipe from the double throw check valve to the brake cylinders; and it is in the check valve we may find part of our trouble. That this may be made clear let us say a word on the operation of the brake: When an automatic application is made, the control valve moving to application position admits air to the brake cylinder pipe and brake cylinders, forcing the double throw check valve to closed position on the straight air side, thus preventing this air going to the atmosphere through the straight air brake valve, which is now in release position. If, however, the straight air brake valve were placed in lap position, during an automatic application, any air leaking past the double check valve cannot escape, and will build up a pressure on the straight air side of the double check valve; then when an automatic release is made, and as soon as the pressure on the automatic side of the double throw check valve becomes slightly less than that bottled up on the straight air side, the check valve will be forced over, closing the opening on the automatic side, holding the brake applied, even though the control valve has moved to release position; and to release the brake now, the handle of the straight air brake valve must be placed in release position. This example points out to us how the straight air brake valve must be used to complete a release of an automatic application on account of first, a leaky

double check valve, and second, by the mistake being made of leaving the straight air brake valve in lap position. If the straight air brake valve be carried in running position, any air leaking past the double check valve during an automatic application will be free to escape to the atmosphere through the exhaust port of the brake valve, thus preventing this trouble. Let us next consider the cause for a straight air application failing to release after the straight air brake valve has

made, as soon as the pressure on the straight air side of the double check becomes slightly less than that trapped on the automatic side, the check will be forced over, closing the opening on the straight air side, holding the brake applied, even though the straight air valve be in release position; and to release the brake now, the control valve must be moved to release position, which may be done by moving the automatic brake-valve handle to release position and immediately return it to running

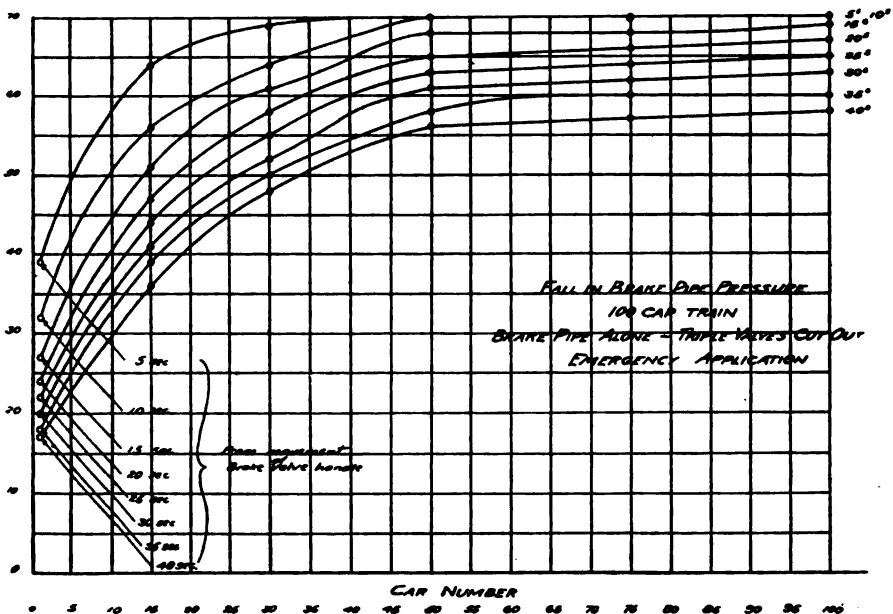


Fig. 2. Rack Test. Fall in brake-pipe pressure throughout a train of 100 cars, 4000 feet long; brake pipe alone; brake valve handle in emergency position

been returned to release position. When the straight air brake valve is moved to application position air enters the brake cylinder pipe and brake cylinders, forcing the double throw check valve to closed position on the automatic side, thus preventing this air escaping at the control valve exhaust port, the control valve now being in release position. However, if the control valve has moved from release position, any air leaking past the double check valve will be trapped between the double check valve and the exhaust valve of the control valve, thus creating a pressure on the automatic side of the double check; then when a straight air release is

position or by making an automatic application and then releasing. The question might now be asked, What will cause the triple piston and its slide valve in the control valve to move from release position when the automatic brake is not being used? This is caused by the variation of brake-pipe pressure, due to a non-sensitive feed valve or an overcharged brake pipe. Therefore, the remedy for your trouble is to put the feed valve in proper working order, and be careful not to overcharge the brake pipe when using the automatic brake.

Q. My understanding of the operation of the New York triple valve is that it

vents brake-pipe air to the atmosphere in an emergency application of the brake. Now, I would like to know the object of this; that is, what is gained? With the Westinghouse triple valve, brake-pipe air is vented to the brake cylinders, giving a higher brake cylinder pressure, which is a thing to be desired; but I do not just understand why the New York triple valve vents air to the atmosphere.

L. R. S.

A. The true object of venting brake-pipe air in an emergency application is not so much to secure a high brake-cylinder pressure as it is to secure a quick drop of brake-pipe pressure throughout the train; thereby securing a quick and uniform application of all brakes, and it is for this reason that New York triple valves vent brake-pipe air to the atmosphere. Let us imagine a train of 100 cars, and all cars equipped with plain triple valves (plain triple valves do not vent brake-pipe air); if the brake-valve handle were moved to emergency position and left there, the brake on the first car would have applied in full before the brake on car 100 even started to apply; and with the brake pipe free from leakage, it is fair to assume that a number of the brakes on cars near the rear of the train would not apply on account of slow drop in pressure. The accompanying cut, which is taken from one of the Westinghouse instruction pamphlets, illustrates in a most striking manner the importance of this local venting of brake-pipe air. In the example shown, a 100-car train is used, all triple valves being cut out, which is the same as if all cars were equipped with plain triple valves, as far as venting of brake-pipe air is concerned. Quoting in part, the explanation accompanying this chart: "Indicators on the 1st, 15th, 30th, 50th, 75th and 100th cars showed that after the brake-valve handle had been in emergency position for five seconds, although the brake-pipe pressure on the first car had fallen to 39 pounds, no evidence of fall yet appeared on the fortieth car or any back of that car. In fact, it took about 15 seconds to drop the pressure one pound on the 100th car; at which time the brake-pipe pressure had fallen 43 pounds on the first car; after which time it

is interesting to note that the *rate* of reduction was nearly uniform on all cars in the train, thus keeping the difference in pressure on the head and rear of the train about the same, viz., 42 pounds to 43 pounds. The results of fully applying the brake at the head end of the train before any have started to apply beyond the 40th car, if permitted to exist in actual practice upon a train, are too obvious to require comment."

Q. I am running an engine in passenger service equipped with the G-6 equipment, and the triple valve on the tank is a Westinghouse quick-action valve. Here the other day while testing the brake I found that in making a service application the brake would remain applied, but if an emergency application was made it would leak off. Now the triple valve is attached to a bracket instead of to the brake cylinder, as on some of our engines, and I have wondered if this bracket is in any way responsible for this action. I have examined all pipe connections for leaks, but cannot find any. Now, what causes the brake to leak off, and how does the air get out of the cylinder?

R. G. M.

A. In trying to find an answer to your question let us first consider the possible ways for air to leave the brake cylinder when the brake is being held applied. First, it may leak past the brake piston packing leather and escape to the atmosphere through the non-pressure head, and may be detected by holding the hand around the piston rod when the brake is applied; second, it may escape past the slide valve and out the triple exhaust port; third, the pressure head gasket may be leaking; fourth, the triple valve gasket on the bracket may be defective, or the pipe between the bracket and the brake cylinder may be at fault; fifth, leakage past the check valve case gasket may also cause this trouble. However, any of these defects will cause the brake to leak off following a service application as well as an emergency application, which means we will have to look farther for our trouble. Now the duty of the brake pipe check valve in the triple valve is to prevent the brake cylinder air flowing back into the brake pipe whenever the brake pipe pressure is less than

that in the brake cylinder, as in an emergency application or an overreduction in service. To test this valve for leakage, with the engine alone and the brake fully charged, place the brake valve handle in emergency position and leave it there, then place the hand over the large exhaust port at the back of the brake valve, and if air continues to escape at this port after the black hand has dropped to the pin and the brake leaks off, it is fair to assume that the check valve is leaking.

Q. I am running an engine in passenger service that is equipped with the E-T type of brake, and here the other day we had trouble with the brakes on the train going into emergency when a service reduction was made. We made several tests, trying to find the defective triple valve, but could not locate it. And now comes the strange part of it: the man on the next division, who took this train from me, had no trouble whatever, as the train handled fine all the way over the second division. Now this has set me to thinking, and I am wondering if the trouble was due to some defect of the brake on my engine. We have engines in passenger service on our road that have a quick-acting triple valve on the tank, and I know that where this triple is defective it will cause the entire train to go into emergency. But with the No. 6 E-T equipment, I have always thought that any defect of the distributing valve would not cause trouble of this kind on the train. Please say if I am right in this matter, and if not, will you kindly explain just how a defective distributing valve will cause this trouble?

C. C. S.

A. For the brakes to apply in quick action throughout the train, it is necessary that a sudden reduction of brake-pipe pressure be made; and it matters not how or where this reduction is made; whether made at the brake valve by moving the handle to emergency position, hose bursting, train parting, conductor's valve open, or some one of the quick action valves in the brake device opening and venting brake pipe air. It is no doubt understood that either the Westinghouse or New York type of triples,

as found on cars, vent brake-pipe air when they move to emergency position; and their moving to emergency position when the proper service reduction is made is generally caused by undue friction of the triple piston and its slide valve. Not being able to locate the defective triple is an old, old story, as there are times when it cannot be located, for the reason that each time the triple piston and its slide valve is moved, the conditions under which the former movement was made may be changed; sometimes increasing, but more often decreasing the friction between the surfaces in contact. Thus it may be that a triple valve will operate in undesired emergency at one time, and thereafter operate in service; therefore, the trouble may have been caused by some defective triple valve in your train, even though you were unable to locate it. However, where the distributing valve on the engine is equipped with a quick-action cap, and if the equalizing piston and its slide valve in the distributing valve be in a dirty condition, the same results will obtain as with a quick-acting triple valve in a similar condition; that is, the equalizing piston may move to emergency position when a service reduction is made, opening the emergency valve in the quick-action cap, venting brake-pipe air to the brake cylinders, causing a sudden reduction of brake-pipe pressure, which will cause the triple valve on the first car to move to emergency position, this triple in turn venting brake-pipe air, and so on throughout the train. Trouble of this kind has come to the attention of the writer, and it was learned that the engineer overcame the trouble by applying the independent brake before the automatic application was made. In doing this we can see a possible hope of the brakes on the train applying in service; as where the brake cylinders on the locomotive are already charged with air at a pressure of 45 pounds, there will be but little air vented from the brake pipe to the brake cylinders when the parts in the distributing valve move to emergency position. Where the plain cap is used, any defect of the distributing valve will not cause the



brakes to apply in undesired emergency.

**Q.** Will you please let me know through our JOURNAL if there is any rule for calculating the speed a train will acquire in descending a grade. What I am trying to get at is, suppose a train starting from rest, at the top of a grade of a certain per cent, can it be figured out at what speed the train will be moving after having run a certain distance?

**A. R. B.**

**A.** The following rule will give approximately the speed of a train, due to the effect of gravity when descending a grade: Multiply the time in seconds that the train has been moving by the per cent of the grade, and the product by 32.16. The result will be speed in feet per second. This when the train started from rest. If train was moving when coming onto grade add speed in feet per second. It will, of course, be understood that the speed the train will acquire will be affected by the internal friction of the train; meaning, the friction of the journal brasses, wind resistance, but more particularly wheel flange friction, especially when passing through curves. The smoothness of the roadbed also enters into this.

**Q.** Will it make any difference in the pulling of a train, made up of loads and empties, as to whether the loaded cars are placed at the head or rear of the train?

**A. R. B.**

**A.** Taking your question literally, the answer is no; as in the moving of a train, it is simply a case of moving a certain weight (the train) a certain distance; and to move a certain weight a certain distance a given amount of work must be done, and this whether the loads be at the head or rear part of the train. This, as you possibly know, is one of the laws of old Dame Nature, which we cannot change, even though we desired to do so. It is well known to the writer that many engineers imagine the train pulls much easier with the loads ahead; he, too, having made a switch to get the loads ahead so that *she* would take them over the hill; however, in this there is nothing but imagination. Now had the question been asked, "Can the train be handled to

a better advantage with the loads ahead?" the answer would be yes; as now we have the heavy cars nearer to the power, the engine, and there will be less tendency toward breaking the train in two when starting. Again in the braking of a train, especially a long one, there is less chance for damage, as with the empties at the rear there will be no tendency for the train to buckle when the brake is applied.

**Q.** In reading air brake articles I have often noticed the expression "total leverage," and never fully understood just what it meant, and am therefore taking the liberty of asking the question.

**J. M. B.**

**A.** Total leverage is the leverage required to raise the value of the brake cylinder pressure to the pressure exerted on the brake shoes against the wheels, and includes the proportion of both cylinder and truck levers. The braking power of a car divided by the brake cylinder value will give the total leverage.

**Q.** What is meant by brake shoe clearance?

**J. M. B.**

**A.** Brake shoe clearance is the distance the shoe is from the wheel when the brake piston and levers are in release position. Shoe clearance is found by dividing the piston travel by the total leverage; thus, if the piston travel is 6 inches and the total leverage 8 to 1, the shoe clearance will be three-fourths of an inch.

**Q.** How do you find the total brake power required?

**J. M. B.**

**A.** For passenger equipment cars subtract 10 per cent of weight of car, the remainder will be the total brake power required. For freight cars subtract 30 per cent of the light weight of car.

**Q.** I am running an engine in freight service and we handle the big trains, 90 to 110 cars. Many of our cars are equipped with K triple valve, and I would like to ask the question, Do the auxiliary reservoirs on cars near the rear of the train charge any faster with the K triple than with the old style triple?

**L. M. L.**

**A.** Yes, the auxiliary reservoir on cars in the rear portion of the train do charge quicker where the "K" type of triple is used, due to what is known as the "uniform-recharge feature" of this triple. To

make clear what is meant by this, let us say a word on the operation of the triple valve in a release of the brakes. When the brake valve is placed in release position, the air entering the brake pipe raises the pressure on the brake pipe side of the triple piston above that on the auxiliary side, and moves the triple piston, slide valve, and graduating valve to what is known as full release position. If, however, the pressure on the brake pipe side of the triple piston is raised three pounds or more above that on the auxiliary side of the piston, the triple piston and slide valve will be forced to what is known as "retarded-release and uniform-recharge position." Now in full release position of the triple, the feed groove in the triple piston bushing, through which air flows to charge the auxiliary reservoir, is open direct past the piston to the auxiliary, allowing the reservoir to charge promptly. Whereas, when the triple is forced to retarded-release and uniform-recharge position, which is possible on the first 30 cars, all air entering the auxiliary must also pass through the feed groove found in the shoulder on the auxiliary side of the triple piston, which is about half as large as the feed groove used when the triple is in full release position; consequently, the auxiliaries whose triples have moved to uniform-release position will charge through a restricted opening, thus permitting more of the air passing into the brake pipe to flow to the rear end of the train, charging the brake pipe to a higher pressure, and recharging the auxiliaries more promptly.

Q. I am a very careful reader of the technical columns of our JOURNAL, and look forward each month to the pleasure had in reading and discussing the different articles; and while I do not always agree with the writers, nevertheless there is always good to be had by reading carefully each word written. The answer given to the question asked by H. A. R. on the subject of wheel sliding is certainly interesting, and has put me to thinking along lines I never thought of before. Now I have a question to ask and will be thankful for any information you offer. Recently I took a little pleasure trip over one of the Eastern trunk lines, and noticed that their

passenger cars were equipped with a new type of brake, and there was a brake shoe on each side of the wheels. Now what is the object of using two brake shoes; does this give any greater brake power and is there any greater tendency for the wheels to slide?  
H. A. Z.

A. The type of brake rigging you refer to is what is known as the "clasp brake," and is now being applied to the heavy steel passenger equipment on a number of different roads. One of the advantages of this type of brake rigging is, that in developing the proper percentage of brake power for the heavy cars, the pressure on the brake shoe need be but one-half or even less than one-half than that used with a single shoe; and this works out greatly to the advantage of the shoe, as to its retarding effect on the rotating wheel. Where but one shoe is used, due to the high pressure on the shoe it will heat quickly, causing a breaking down and melting of the metal, which reduces the coefficient of friction or holding power of the shoe, thereby lengthening the stop. Another valuable feature of this kind of rigging is that the brake shoe pressure is the same on both sides of the wheel, thus preventing the journal being crowded out from under the brass when the brake is applied, as is the case where but one shoe is used, even though the shoe be hung well below the center line. Again, hanging the shoe below the center line is responsible for excessive piston travel, which in turn means less braking power, another reason for lengthening the stop. There is also less tendency toward tilting of the trucks with the clasp brake, which is a step in the right direction in securing smoothness in stopping and prevention of wheel sliding. The new type of brake which you refer to may be either the P-C equipment, which is in general use on the New York Central Lines, or the U-C equipment found on the Pennsylvania Lines. For a description of the P-C equipment see the June issue of 1914 JOURNAL, and for a description of the U-C equipment see the November 1915 issue. It may be said that no special method of braking is necessary in handling trains the cars of which are equipped with the clasp type of brake.

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### Questions and Answers

BY JAMES GREGORY

**Q.** I am running an eight-wheel 20 x 26 engine on passenger. This engine rides very bad. Has much side motion and up and down motion or jolt. Hard work to keep on seat. The frame on right side has broken twice back of guides. She is cutting left main tire flange about a quarter back of pin. Back hub liners are worn so as to give  $\frac{1}{4}$ -inch side motion. No side motion on engine trucks. Engine rides fairly good at 50 or 60 miles an hour. How do you account for an engine riding fairly good with a long cut-off and riding bad when working with a short cut-off? Where would you look for the trouble?

**A.** It is evident from your statement of the condition of the engine that she is in pretty bad shape generally. When an engine has made mileage enough to wear hub liners so as to give  $\frac{1}{4}$ -inch side motion she is about due for a general overhauling. No doubt the main boxes are pounding so as to produce excessive strain on frame anywhere between the cylinders and main jaws, which may account for the frame breaking. As for the riding of engine being better when running fast, and also better when working at long cut-off than short cut-off is a rather complex problem, as high speed and long cut-off do not go well together. It is likely that engine rides better when going fast enough so lever can be cut back somewhat, for we have had some experience with bad boxes on rims where the engine had worked in full stroke for long periods. In cutting lever back to give early cut-off the compression in cylinders would cushion some of the lost motion in main connections and main driving boxes, thus preventing much of the pounding that would result with engine working at a long cut-off when there would be no cushion to take up the lost motion.

About all the engineer can do in such a case is to keep rods keyed and wedges set up; the main wedges closer than the rest; see that main pedestal binders are tight, that cylinders are solid in frame and engine valves are square. If your engine has been running some time see if the left main tire has got a long spot

worn in tread of wheel just a little less than a quarter ahead of pin. This would make the engine ride very badly, worse at a speed when the vibration of driving springs would respond to the "up and down" motion caused by the flat wheel. When left main wheel is much worn, the right wheel will also show excessive wear at a point corresponding to that on opposite wheel, but it will be somewhat less in the right wheel, yet will be enough to produce disagreeable riding.

**Q.** We are sometimes asked to make report on condition of driving boxes of some pool engine on which complaint is made as to her pounding or riding, so I would like to know how to locate a driving box pound? Also at which center a loose box will pound the hardest? Also, how one can tell a rod pound from that in a driving box?

ENGINEER.

**A.** To find a loose driving box, place engine on upper quarter on the side to be tested and set the engine brake. No need of blocking wheels. Then open throttle enough to cause the pound in main box by "thumping" her with reverse lever. As wheel is moved back and forth note if the lost motion is between axle and inside of driving box, or between outside and inside of driving box, or between outside of box and shoe and wedge. If it is outside of box the wedge needs to be adjusted or fitted so it can be; if inside of box, the bearing needs to be refitted, or as we say, the box needs to be closed. A loose box will pound hardest on the center at which the lost motion is taken up in opposite direction to that engine is moving in. If lost motion be taken up at forward center, going ahead, the driving wheel must slide, or skid, the distance required, thus taking up the slack with a sharp knock or pound, while if taken up in the same direction engine is moving, as on back center going ahead, the knock is modified somewhat account of the lost motion being taken up by the driving box being moved the amount of lost motion on the axle of a rolling wheel instead of on one that is skidded, as in the other case. Being of course a double engine there are some variations from this rule; as for instance, when it is a right lead engine, the pound of a right main box is less when going ahead than

when backing, while the reverse is true of any engine you run and you will find that to be the case. The reason for it is found in the effect of the cylinder power, which operates on the main wheels so as to take up much of the lost motion in right main driving box going ahead, and on the left main box backing up. This on a right lead engine of course, which is the general standard today. While trying for other pounds lost motion in main rod connections will show up, although it requires much less steam to discover them than driving box pounds.

**Q.** Does the valve motion have anything to do with the steaming of engines or economy of fuel? We have three kinds here and we notice much difference in coal consumption and the way engines of same size cylinders steam. **D. W.**

**A.** There may be some difference in the way valve gears of different kinds move the valve with relation to that of piston, but where the variation in fuel consumption is considerable the cause is more likely to be in the capacity of boiler, boiler circulation, grate area, and sometimes the front end arrangements are favorable to one series of a class of engine that are, so far as cylinder capacity and general appearance goes, apparently the same as some other engines doing the same work. As a rule we consider all engines of same cylinder capacity hauling equal tonnage as of one class, but these may vary considerably in some essential features relating to steam making and fuel economy.

**Q.** What would be the cause of piston rod packing blowing out on one side of an engine when the same packing holds all right on the other side? This has just taken place during the past month; never had any trouble before with rod packing on either side. Engine is superheated and gets the oil all right. She has been in service about three months.

**A.** The latest discovery on cause of rod packing failure is that it can usually be traced to cylinder packing blows. It is the practice now, when rod packing fails, to look for cylinder blow, and it is usually found to be there when rod packing gives trouble. The margin of lubrication on the superheater engine is none too wide under most favorable conditions. We know that during the admission, say six-inch cut-off, the temperature of superheated steam is often higher than the fire test of the valve oil, causing it to be vaporized, thus temporarily arresting its lubricating properties during the first part of piston stroke. After cut-off, the expansion takes place, during which the steam temperature is lowered to within the limit of the fire test of the oil and the oil that was a vapor during admission is again restored to liquid form for the

remainder of piston stroke after cut-off is made and perfect lubrication results. This takes place under normal conditions, but if there is a cylinder packing blow it may be different. We know the air cylinder of air pump with packing blowing gets very hot. This is chiefly due to effect of friction of air against the parts with which it comes in contact when blowing through. There is every reason to believe the same thing happens in the main cylinder of an engine using superheated steam, so that during time expansion is taking place, when under normal conditions the temperature would lower enough to restore the oil to the liquid state, necessary to fulfill its function as a lubricant, if there should be a cylinder packing blow the heat generated thereby might prevent that taking place, with the resulting failure of rod packing through the combined effect of high temperature and insufficient lubrication.

**Q.** I note the relief valve is not much in favor nowadays. They are being taken off of some roads. They were considered the proper thing for a good many years, why not now? **S. M. B.**

**A.** There are several reasons for the change of opinion as to the use of relief valves. When we first got them we used to have smaller engines and we dropped reverse lever down when shutting off; also we used saturated steam. Nowadays we don't always let lever down at shutting off, and relief valve being located on steam chest doesn't prevent the forming of vacuum as it otherwise would, for the air if it admits any is cut off from cylinder when the valve moves to cut-off position, which is very early in piston stroke at the usual working position of lever when shutting off. Another thing against it is that the sudden admission of cold air into cylinder using superheated steam, owing to the extremely high temperature of the latter, causes sudden contraction of packing rings that is believed to be responsible for some failures of same. It is also proven, more clearly perhaps, that the admission of air into cylinder just at time of shutting off, when the cylinder temperature is high and the oil in vaporous condition, combustion sometimes takes place within the cylinder. Another fault of the relief valve is it wastes lubrication by blows at seat of valve and joint on steam chest.

**Q.** In running a five-feed lubricator on superheated Mikado engine, what proportion of oil should be fed through the different feeds? Should the valves get as much as cylinder? **A. D. M.**

**A.** The proportion of oil required for valves depends upon the grade of road. On a level road there is little if any need of using the cylinder feed, for whatever amount supplies the valves will answer for cylinders also, but on hilly roads,

where engines are permitted to drift for long distances, the cylinder feeds are necessary. This is particularly true of the inside admission piston valve that does not permit of oil fed to valve flowing to cylinder, as is the case with the "D" slide valve, for which reason the direct feed to cylinders has become necessary when engine is drifting.

**Q.** How can the discoloring of water in sight feeds of lubrication be prevented? Why did we not have this trouble until the superheater engines came? **A. D. W.**

**A.** We know the rule is to set the lubricator feeds ten minutes before starting the trip; that is necessary, as it requires that much time for the first drop of oil to flow from lubricator to steam chest, so when we commence to work engine the lubrication of valve begins at the same time. When we get to end of trip we usually wait until arriving on pit track to shut lubricator off. The result is there are many drops of oil in oil pipe, and when we shut off the steam valve of lubricator there is nothing to prevent the steam from steam chest, when engine is moved by hostler, from blowing some of this oil in pipes back into water in sight feed chamber, in that way causing the discoloration you mention. This also took place before the coming of the superheater, but the superheater oil seems to contain coloring matter that was not in the common valve oil, which would separate from the water so as to leave it clear after a time.

To avoid the trouble shut the feeds off a few minutes before the steam valve so as to permit the oil remaining in pipes to be carried to steam chest before turning over to hostler.

**Q.** What would cause fire to clinker in center of firebox when it does not at other parts of grate? **M. A.**

**A.** This fault has come with the modern engine. With the older type or deep firebox engine, we admitted air from below through dampers, and all parts of grate surface had an equal supply of air; with the wide fireboxes we have no dampers, the air for combustion being admitted along the sides, and unless these openings be ample, which very often they are not, the supply of air reaching center of grate is likely to be less than at other parts, causing the fire to lie dead there, a condition which induces clinkering at that point.

**Q.** How would you account for the difference in ability of engineers to get the work out of an engine? This question came up recently in a gathering of railroad men representing both departments. It used to be said some were afraid to hurt their regular engines, or they did not keep them up properly; but since they are pooled there is the same difference as

before, and the general opinion seemed to be it is a case of don't care. What do you think about it? **R. A. W.**

**A.** The worst charge against an engineer is to say—he didn't care. They all care. The fellow whom the dispatcher has long ago marked down below par frets and stewes and tries with all his might to do good work while the dispatcher thinks he is just laying back on the cushion not caring a continental. It is strange that all engineers are expected to work up to one common standard of performance when we fail to find any such degree of uniformity to exist among men employed in any other occupation, and the worst of it is the fellow who fails to reach the high mark is charged with not trying. The impression prevails that all that is necessary is to "take it out of her"—that anyone who wants to can do that. It's a mistake.

**Q.** The engine I am running is smooth going ahead but pounds on right side backing up. The pound seems to be in main box, but the back end of right side rod has a sharp knock also. I have always been led to believe side rods don't pound. How can this be accounted for? It is a 10 wheel, superheated engine. **R. D. M.**

**A.** The engine you run is evidently a right lead engine, as the main box on right side pounds only when backing, at which time she is a left lead engine. The different effect of engines of opposite leads on the pounding of boxes was explained in the June number, page 670, in answer to question by J. J. S.

The knock in back end of right side rod, which takes place when pin passes back center, is due to the loose main box which allows the axle and main pin to move back and forth so as to put a strain on the back pin, practically making the back side rod an extension of the main rod, which it is not intended to be. The same knock takes place at other side rod connections also.

**Q.** Why are the relief valves on superheater engines placed in center of steam chest while on saturated engines they are on the forward end of steam chest? **M. D.**

**A.** Superheating has nothing to do with the location of relief valves. With outside admission valves most commonly used with saturated steam, the relief valves at end of steam chest are kept closed by steam pressure and open to admit air to relieve the vacuum in cylinder when throttle is closed. With inside admission valves mostly used with superheated steam the steam chamber is in center of steam chest and the relief valve must be located there to admit air when steam is shut off. The ends of steam chests have only exhaust pressure with inside admission valve.

**Q.** We often find it necessary to leave injector work at a station to avoid pop-

ping. I am told that cooling boiler down in that way has had effect on lubrication, that the saturated steam going into hot superheated engine will wash oil off bearing surface. Is it any *worse* to do so with a superheater than a saturated engine?

H. M.

A. Unless boiler is so full as to prime there is no bad effect on lubrication. Even if cylinders are hotter than the steam at starting, the effect would be only to lower temperature of cylinders to that of saturated steam, a condition which would tend to aid rather than hurt lubrication.

Q. Am running a superheater engine on accommodation train. We have no drifting valve but we use main throttle for that purpose. It is hard to regulate the steam in this way so as to not affect the proper braking of train. Is it necessary to use drifting throttle until engine stops? What are they doing in other places? R. D.

A. Where main throttle is used for drifting under the conditions of service you are in, it is only necessary to use steam until speed has been reduced so lever may be dropped to full stroke position, as the distance your engine drifts after shutting completely off is very short. In freight work, where engine drifts longer distances, it is best, even after letting reverse lever down, to still use some steam until stop is made, or nearly so. Where the five feed lubricator is used the cylinder feed is supposed to protect cylinder when piston is dragging on bottom of cylinder, as when drifting, but it is better to admit some steam to cylinder at such time so as to spread the oil over the bearing surface properly.

It should also be understood that the oil is feeding to valve chamber all this time, but if throttle is shut completely off this feed falls into steam chamber without rendering any service, but when steam is used it carries this lubrication to all parts of cylinder and aids in lubricating cylinders and valves while drifting.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

Inquiry respecting practice under the Standard Code of train rules has been submitted to the American Railway Association and reply made thereto by the committee as follows:

Q. A regular train (No. 1) by train order is directed to follow the second section of that train from point B, the following train running around it and be-

coming the first section from that point. After the engineman and conductor of the regular train have received the order which makes them a second section from point B, and have left the office, the train dispatcher desires to run an inferior opposing train to point B, and issues a holding order, Form J, to the operator at B, directing him to hold No. 1 for orders. The dispatcher feels perfectly safe in doing this, as the train which is to be first No. 1 has not yet arrived. Can the train dispatcher make such a movement in this way and without giving any information to the conductor and engineman of the train which is to be the second section of No. 1 beyond point B?

A. The Standard Code provides that Form J, "Holding Order," will only be used when necessary to hold trains until orders can be given, or in case of emergency, and the purpose of the rule is that this form is never to be used, as it formerly was under the single order system, to permit a train to run to the point where the holding order is placed in the ordinary course of business. The principles of the Standard Code for single track movements are based on the assumption that each train order must be given in the same words to all persons or trains addressed, and that train orders must be addressed to those who are to execute them which would include both inferior and superior trains. While, under the question asked, the first section becomes the second section of No. 1 beyond B and cannot leave B until the second section which has become the first section has departed, yet the course suggested in the question is opposed to the aforesaid principles of the Standard Code of Rules, and presents so many opportunities for misunderstanding as to be unsafe.

SAND POINT, IDAHO, Jan. 3, 1916.

EDITOR TRAIN RULES DEPARTMENT: Referring to your answer to member 562 in the January issue: From my point of view Rule 82 could be improved by allowing No. 38 to proceed without further orders in case they had their running time to the next station. Supposing the time had been Sunday and H a day office only, with no operator until Monday morning. The next open office is 30 miles away. Do you believe that any sane crew would flag 30 miles or tie up until the next day, especially if their dinner pails were empty?

I understand that No 38 is a train of superior direction and no train could move against it until it was dead at the next station.

L. N. S.

A. Conditions in this case would not change the meaning of the rule, but it might change the operation of the train crew to prevent a tie-up in such a case if the condition of traffic would permit. If there was no operator on duty, the fact

that No. 38 arrived late would not be known unless there was an opposing train waiting at that point, in which case the flagman of No. 38 would have to hold such train until his train arrived. Rule 105 and Rule 106 would have to decide further movement.

However, Rule 82 could not be modified with safety because if a train were permitted to arrive at a station more than 12 hours overdue without losing its schedule authority it would not be necessary for such train to flag into the station and any opposing train waiting at that station would have full authority to proceed when the train was 12 hours overdue on its arriving time. Or, if the rule were changed so that the 12 hours overdue provision would not apply to the arriving time, much delay would result and at terminal stations the schedule would never lose its authority because only the arriving time is shown. This would mean that annulments would have to be issued for all trains which failed to fulfill their schedule, and such annulment, not being controlled by a 12-hour provision, would have to stand indefinitely, unless some special ruling were made. This would be a dangerous point, as it has so many angles in train operation, and it would seem that Rule 82 is best as it now stands.

FERNWOOD, MISS., Dec. 22, 1915.

EDITOR TRAIN RULES DEPARTMENT:  
Please give your opinion of the following order: "No. 9 meet extra 12 east and No. 4 at K."

Div. 196.

A. The order is correct. In case No. 4 is the train of superior direction it is expected that No. 9 will take siding for No. 4, after which it may back out and hold the main track for extra 12. Extra 12 would have to take siding at K, and so would No. 4. Of course, if there was any reason why extra 12 should not take siding at K, then the order should state that extra 12 will hold main track. From the wording of the order it would seem that extra 12 was ahead of No. 4 and that it was expected to take siding at K for No. 4 to pass as well as to meet No. 9.

NASHVILLE, TENN., Jan. 1, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
No. 45 is a third-class train and runs south. No. 34 is a second-class train and No. 44 is a third-class train. No. 45 received an order to meet first No. 34 at A and No. 44 at A.

No. 45 pulled in on siding at A and met first No. 34, after which the engine crew went to dinner. Second No. 34 passed A while the engine crew were eating and neither the engineman nor the fireman saw the train.

After the engine crew returned to the train the conductor delivered an order and a clearance card and stated that second

No. 34 had passed and that he did not see any signals nor did he hear the whistle signal, which the rules require to be given by trains which are displaying classification signals. The order received was to meet No. 44 at C instead of at A. No. 45 pulled out of A and met third No. 34 about one mile beyond the yard limit board.

A is not a register station and the crew of No. 45 had no information that there were three sections on No. 34. C. H. T.

A. Both the conductor and the engineman are expected to see whether or not trains which they meet are displaying signals for the following sections, and whether or not such trains are displaying proper markers indicating that the whole train has been met. The book of rules places the responsibility for train movement equally between the conductor and the engineman.

In a case where the engineman or the conductor for any reason cannot see the train which he is to meet, that fact should be made known to the train dispatcher and information as to signals displayed obtained from him. Of course, the train dispatcher cannot give information with respect to the markers displayed unless such information can be obtained from the operator at that point. But it is to be understood that it is the duty of the train crew and engine crew to get the information at first hand if possible.

The rules require a train which is displaying signals for a following section to give a whistle signal indicating that fact, but the whistle signal is an auxiliary signal, and must not be depended upon entirely to give the information as to signals displayed. That is to say, if a conductor or an engineman fails to hear the whistle signal given he must not take the absence of the whistle signal to indicate that there were no signals displayed. Safety of movement is always of first consideration, and Rules 105 and 106 bear out this fact by requiring that in all cases of doubt or uncertainty the safe course must be taken and no risks run.

ST. LOUIS, MO., Dec. 23, 1915.

EDITOR TRAIN RULES DEPARTMENT:  
Is it proper to state time in train order in figures and then spell it out, putting the figures in parentheses? Does it comply with the requirements of the Standard Code?

H. T. G.

A. The figures in a train order should not be placed in parentheses, nor should the order be punctuated. Any extra marking on a train order is liable to cause misunderstanding, especially in the lower copies, and it has been the experience that accident has resulted from such extra markings. Time may properly be given in figures and then spelled out.

### Clearance Bill in Congress

The circular from the Grand Offices of the four organizations to the chairmen and secretaries of the legislative boards and to all Divisions and Lodges in the United States, setting forth the action taken by the chief executives at the meeting held in Washington to consider a legislative program, contains the following:

"It was unanimously agreed that the four legislative representatives be authorized to remodel the LaFollette Clearance and Obstruction Bill or draft a new bill on the subject and have it introduced at the next session of Congress."

In accordance with this action, a bill was drafted which differed materially from the measure formerly before Congress. It was introduced by Senator Thompson of Kansas on January 6, and was read twice and referred to the Committee on Interstate Commerce, of which Senator Thompson is a prominent member on the majority side.

The purpose of the bill (S. 3194), as stated in the title, is to promote the safety of employees and travelers on railroads by requiring common carriers engaged in interstate commerce by railroad to afford a safe and sufficient clearance between structures located on their roadways and locomotives and cars passing over their lines, and for other purposes.

The size of locomotives and cars has been constantly increasing, while tunnels have not been enlarged and structures have not been set back from the track, thus squeezing the free space beyond the limits of safety and increasing the hazard of operation. It has, in many instances, been the old case of Dollars First instead of Safety First. Numerous casualties have occurred, and although the dangers which exist on many roads have been called to the attention of the managements time and time again, directly and through the introduction of bills, such accidents continue to occur in appalling numbers. During the year 1910, when the LaFollette bill was presented to the Senate, 1,471 employees on steam roads alone were killed or injured by coming in contact with overhead and side obstructions. In 1913 these cases had increased to 1,940. During the year ending June 30, 1915, 45 employees were killed and 1,093 injured due to these close structures, and overhead wires, etc.

The companies themselves having failed to take action which the situation imperatively demands, the employees turn to Congress for relief.

Section 2 of the bill which has been introduced states that it shall be unlawful for any common carrier by railroad, its officers or agents, subject to the Act, to move or haul, or permit to be moved or hauled, any locomotive engine, car, ve-

hicle used in commerce to which the Act applies or to which the regulative power of Congress extends, unless there is at all times during such movement or hauling a safe and sufficient side and overhead clearance or free space between such engine, car, or vehicle, or any part thereof, and any obstruction located or maintained on, by, or over its line. The provisions of the bill apply to the loaded contents of such engines, cars or vehicles.

Section 3 would require thirty-six inches clearance on each side and six feet overhead, and states that "no less dimensions than those aforesaid shall be deemed safe and sufficient." The overhead provision does not apply to tunnels, and freight-house platforms less than four feet high are also excepted.

Section 4 would require the companies to report to the Interstate Commerce Commission before six months from the passage of the Act the number of tunnels, warehouses, coal bins, stock chutes, poles, mail cranes, embankments of earth or natural rock, or any other fixed structures or obstruction, "with respect to which the minimum clearance spaces specified in section three of this Act are not commonly afforded," giving the exact location and kind of such structures and the material used in their construction and stating the reasons, if any, why the minimum clearance spaces should not be afforded.

The section then provides that the Commission may thereafter and from time to time upon full hearing and for good cause extend the period within which any carrier shall comply with the provisions of section three with respect to obstructions commenced prior to that time. The Commission is given no power to extend the time as to new structures, and the bill provides that such extensions of time as may be granted as to old structures shall be at the sole risk of the carrier and any employee who may be injured or killed by reason of the failure to afford the clearance specified shall not be deemed to have assumed the risk thereof or to have been guilty of contributory negligence.

Section 5 protects yardmen and other employees working in and around stations, and provides that the space between the tracks and between the rails in yards must be kept in such condition as to permit the employees to pass safely over or between the tracks or to use them by day or night and under all weather conditions without unnecessary hazard.

A penalty of \$500 is fixed for violations, and the duty of enforcing the law is conferred upon the Interstate Commerce Commission.

Section 8 deprives the company of the defense of assumed risk or contributory negligence when a violation of any provision of the law caused the injury.

WASHINGTON LEGISLATIVE COMMITTEE.



# THE JOURNAL

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

**FEBRUARY, 1916**

## The Business Outlook

The advertiser is, from the natural process of advertising, a feeler of the public thought. His system of checking response from an ad shows to him the mental attitude of the buyer, and the increase of advertising space is a very good indication of commercial conditions. The increase in number of pages in January and in this issue bears evidence of confidence of better trade conditions, and as patrons of our publication it becomes quite consistent not only to call attention to the indication of better times, but to the advertisements themselves, which may present a want easily supplied. Among them in this number will be found a Safety First ad of personal interest to our members, whose lives are at stake many times in the performance of their duties. Any appliance that would conduce to safety and the preservation of life and limb ought to be of interest to us all. We do not say this because of any interest beyond the

common one of Safety First. We hope to see all appliances which conduce to it put into practice, and have our obituary columns contain a less number of killed as cause of death. Look at all the ads, including train control, and patronize those who patronize you, if the conditions are satisfactory and appeal to you.

## The Traveling Engineers' Association

We have been favored with a copy of the proceedings of the 23rd annual convention of the Traveling Engineers' Association, held in Chicago in September, 1915. It gives a synopsis of subjects before every convention from 1893, which were discussed by each of the 23 conventions, gives the constitution of the Association and a list of the active and honorary members and the names of the various committees and subjects they will report on at the 1916 convention. The discussions and illustrations in this volume are decidedly interesting, and we presume copies may be purchased from the Secretary, W. O. Thompson, New York Central car shops, East Buffalo, N. Y.

## Fraud

A man claiming to be F. C. Helms, and a member of the B. of L. E. and the Masonic Order, height about 5 feet 6 inches, black hair, gray eyes, clean shaved, dressed in black, weight about 140 pounds, showed receipts for dues in both B. of L. E. and Masonic Orders and held Illinois Central and Frisco passes, and B. & O. system annual pass. Passed check for \$10 and another for \$20 in Meridian, both pronounced frauds by the banks. The check for \$20 purported to be made to his credit by Bro. M. W. Stone, Chr. G. C. of A., Q. & C.; the signature was pronounced a forgery. He got this cashed by inducing a freight clerk to vouch for him on the supposition that Brother Stone had made the note. Our members and the banks in Alabama are trying to catch this man, and all members should be on the lookout for him, and help get him a new job and a haircut in some State institution where he cannot abuse the confidence of anyone.

## LINKS

THE next get-together meeting will be held in the Kenyon Theatre, Pittsburgh, Pa., Sunday, Feb. 6, 1916, at 10 a. m., 2 p. m. and 8 p. m. Subjects for discussion, the 8 hour day, time and one-half time for overtime, and co-operation.

The committee has submitted a plan to the lodges of this district, which if adopted will enable the committee to reduce the expense of the meetings and also to hold more meetings during the year.

The committee hopes that the lodges will adopt the plan sent to them, the financial expense is not large, and it will do good work in a manner that is needed at the present time, also that each member that can attend the meeting and help, and should the letters fall into the hands of a former Secretary, that it will be sent to the lodge as quickly as possible.

Boost the meeting, wherever and whenever you can; remember the date, Feb. 6th, the place Pittsburgh, Pa., Kenyon Theatre, the time 10 a. m., 2 and 8 p. m.  
A. V. CRAIG, Sec.

WILLIAM DAVIS DIVISION 201 was organized in Gainesville, Texas, on December 28, with 26 charter members, 22 transferred from Division 500, Cleburne, Texas, and 3 initiated members, a number which insures a splendid future for the new Division.

After the preliminary organization, selection of officers and initiation of candidates, the meeting, on invitation by the ladies, adjourned to the banquet hall, where other invited guests had assembled, among them the mayor of Gainesville, J. Z. Keel, who made a splendid and well received address, after which Master of Ceremonies T. S. Crawford called on Rev. T. Joe Talley to ask Divine blessings.

After the banquet the audience assembled in the lodge room, and Engineer Geo. S. Combs, of Cleburne, introduced General Chairman C. D. Johnson, who installed the officers who had been elected: C. E. Stelzer, C. E.; W. Spence, S.-T.; E. H. Riordan, Ins. Sec.

After the officers were installed Mr. Crawford called on the number for

speeches and several responded in a happy manner, among them being P. C. McCarty, representative of the Railway Conductors; W. T. Enloe, representative of the Railway Trainmen; General Chairman C. D. Johnson, Rev. A. B. Miller, pastor of the Grand Avenue Baptist church, and W. W. Leverett, editor of the *Gainesville Signal*.

Mrs. Gordon Williams favored the audience with a piano selection and Mrs. J. E. Patterson sang a solo to the delight of all.

After the visitors had said Good night the lodge was again called to order and voted unanimously to name the new lodge "William Davis Division 201, B. of L. E." This is an honor to Engineer William Davis of this city, who has worked for several weeks to bring about the organization of the Division here.

Drs. C. R. Johnson and W. J. Price were made the Division physicians.

The new order passed several resolutions, among them being a vote of thanks to the Lyon-Gray Lumber Company for lumber to build the banquet tables, also thanks to D. D. Keeler for cooking and preparing the turkey banquet. The members of the B. of L. F. & E. were thanked for the use of their hall in which the Division was organized, and a rising vote of thanks was tendered Cleburne Division 500 and the ladies of Pansy Division 194, G. I. A., for their services in organizing the Division, and also to Bro. C. D. Johnson for organizing the new order. The newspapers of the city were thanked for courtesies extended, also those who in any way assisted, especially the ladies who had charge of the banquet.

W. SPENCE, S.-T. Div. 201.

BRO. F. T. BOWLER, member of Div. 160, has been appointed chairman of the safety committee on the Maryland division, Pennsylvania Ry. Brother Bowler is one of our old tried and true members, has served his Division in many capacities from which he will be missed. Brother Bowler has the congratulations and good wishes of his Division for success in his new field of labor.

Fraternally,

W. C. JASPER, S.-T. Div. 160.

WE are pleased to announce the appointment of Brother J. E. Gallagher, member

of Div. 652, to the position of road foreman of engines of the Shamokin division of the Reading. Brother Gallagher has always been interested in the workings of Div. 652 and ever ready to put his shoulder to the wheel for the good of the Order, or to help a worthy Brother.

We can see nothing ahead but success for Brother Gallagher, knowing as we do that he will be fair with his fellow employees and at the same time have the interests of his employer at heart.

With the well wishes of Div. 652 for perfect success, I remain,

G. S. EDWARDS, S.-T. 652.

**EDITOR JOURNAL:** The writer has been looking for a long time for some word from Div. 623, but failed to find anything, and after a close investigation finds that he himself is at fault for not writing something about the party given on the 15th of November, when the G. I. A. had a surprise for Brother and Sister C. H. McBride. They invited the Brothers to a great feast in the banquet hall, the occasion being the departure from our midst of Brother and Sister C. H. McBride, Bro. C. H. having been appointed road foreman at Casper, Wyo. It is with great regret that we see this estimable young couple leave our city, but our loss will be Casper's gain. The evening was spent in a social good time, during which the Sisters gave Sister McBride a souvenir spoon, while the Brothers gave Bro. C. H. a large rocker. He was so overcome he could hardly reply. A few social nights like this will do more good than all the knockers could do in ten years. Every Division should have a social at least once a year and compel the hammer packers to attend and see what good times we have. It makes you feel better, especially when the table groans like it did at our last banquet.

Fraternally yours,  
I. L. RODSTROM, Div. 623.

A UNION meeting of the four organizations, train and engine departments, O. R. C., B. of R. T., B. of L. E. and B. of L. F. & E. was held in Indianapolis, December 19. There was a very large attendance of the four Organizations, together with their Auxiliaries. The Grand Offi-

cers of the B. of R. T. and O. R. C. and their Auxiliaries made good talks on getting closer together in our work as organizations. Speeches were made by Brothers Dodge, B. of R. T., O'Mara and M. L. Ray, O. R. C., F. B. Alley, B. of L. E., and H. Fidler, B. of L. F. & E., also Judge Orbison, D. B. Robertson, M. L. Clawson, and others. A grand good time was had and everyone enjoyed the meeting, after which we repaired to the banquet room and enjoyed a very splendid repast, getting up from the table with the inner man satisfied. We were then conducted to the auditorium again. The ladies of the four organizations had prepared an entertainment for the evening: Singing, readings, dialogues, monologues and very interesting music. After this there was a general hand-shake and a real old-fashioned love-feast, when we departed for our several homes, wondering when we should meet again. The legislative boards representing the four organizations were in session concluding their work the 20th.

Yours fraternally,  
J. M. BEGGS, Cor. Sec. Div. 492.

ON December 14 occurred our third annual joint banquet and entertainment of B. of L. E. Div. 576 and B. of L. F. & E. Lodge 571, in the I. O. O. F. Hall, in the city of Hillyard, Wash.

The affair was crowned with such a degree of success that the joint committees in charge have requested me to have a brief mention made of it in our B. of L. E. JOURNAL.

The banquet was served by the Ladies' Auxiliaries of the two Orders and was truly a credit to our ladies. Promptly at 6 p. m. the tables were in order and over 500 were seated to participate in a feast, the very best that the Evergreen State can produce.

After the banquet the members and guests were escorted to the main hall, where a pleasant and delightful program was rendered entirely by home talent in the engineers' and firemen's immediate families; after the program dancing was in order and was enjoyed by many until an early hour.

It was the consensus of opinion that

our third annual banquet and entertainment was truly a great success; the manner in which we met and enjoyed ourselves one and all was a credit to our dear Brotherhoods, and we trust it will be our privilege to assemble in this manner in the years to come.

Due credit must be given to the joint committees for their untiring efforts in making this occasion one of complete success.

We had as our guests the officials of the operating and mechanical departments of the Spokane division of the Great Northern Ry. Needless for me to say that our guests enjoyed themselves, the true spirit of friendship being in due evidence, thus making our joint meeting a pleasant and successful one from every angle.

W. E. HAGGART, Div. 576, B. of L. E.

ONE of the most pleasant occasions in the history of Div. 492, Indianapolis, Ind., occurred Friday evening, December 10, it being a farewell to Mr. R. G. Cullivan, general foreman of the Shelby Street Shops, Chicago division, Big Four Railroad Company. This meeting was held in Div. 492 hall, corner Shelby Street and English Avenue, Mr. Cullivan having resigned his position as general foreman to take a position of greater rank with the American Brake Shoe Co., with headquarters at Erie, Pa. Our loss is others' gain in this transfer.

Mr. Cullivan had been with us only three years, but in that short space of time he had certainly enshrined himself in the minds and hearts of all with whom he came in contact. As a superior officer, and more especially with the engineers of Chicago division of the Big Four, Mr. Cullivan had a very large hand, and I want to say a much larger heart. Once a young engineer was called up to answer for some misdemeanor, and while standing in court before the higher officials, Mr. Cullivan made intercession for the young Brother and his sentence was commuted. This is only one case, and there were many more of similar character.

The engineers of the Chicago division saw fit to emphasize their feelings by tendering a farewell reception. The com-

mittee on arrangements for the affair were Brothers P. J. Hickey, J. Welsh, J. I. Alley. Refreshments were served and a smoker enjoyed by nearly a hundred men. Brother P. J. Hickey presided in the most acceptable manner. Short addresses were made by the following: Master Mechanic Bauer, Assistant Mr. Brant, Road Foreman J. G. Gilchrist; Mr. Cullivan made a very interesting talk which all enjoyed. He did not surmise what was in store for him at the close of the meeting. The speaker of the evening said: "We have with us a Brother from Div. 37, Arthur Krohn, Chief Inspector at Beech Grove, who will now address the meeting." He said in part: "Some few years ago the speaker of the meeting was master mechanic at Mattoon, Ill., and he took me out behind the roundhouse and hit me over the head with a rubber hose and pronounced me an engineer." He also referred to the time of what was known as the Big Four proper, how it had grown and become a part of the New York Central Lines, the great trunk line of the country. Then he spoke of the conditions under which Mr. Cullivan had come to Shelby Street and how little by little he had gained the confidence of the men, how he had played the part of the Good Samaritan in binding up their hearts when things went wrong with the engines. Bro. Krohn called for Mr. Cullivan to be escorted to the rostrum and said: "I have a token of friendship and love for you, presented by the engineers of the Chicago division of the Big Four." He then presented him with a beautifully embossed check for one hundred dollars. Mr. Cullivan was completely surprised with the gift so unexpected, but replied in a most appreciative way.

The meeting closed with a feeling that it was good to be there and that December 10 would never be forgotten. Also that it was better to give than to receive, for the strong and well built man's frame shook with joy only thinking of the friends he had made since coming to Shelby Street Shops. Yours fraternally,

J. M. BEGGS, Cor. Sec. Div. 492.

MEMBERS of Division 30, and G. I. A. Division 141, Phillipsburg, N. J., cele-

brated their fiftieth anniversary on Sunday, November 14. The Division was organized on November 11, 1865, with 13 charter members. They have, since organization, initiated 496 members, admitted 177 by transfer, out of which members were transferred to from nine other Divisions. Present membership 92. Of the celebration the following is from a clipping sent in by Bro. W. T. Ward, S.-T.

The exercises were held in Union Square, Phillipsburg, and a banquet at the Karlodon Hotel, Easton. About 75 were present, including the members, their wives and sweethearts.

The hall was beautifully decorated with arched lattice work and imitation autumn leaves.

Addresses were made by L. G. Griffing, Assistant Grand Chief, of Cleveland, O.; J. H. Moyer, Assistant General Chairman of the Pennsylvania Railroad, of Pittsburgh; Jacob Vanatta, of Phillipsburg, and Mrs. G. R. Johnson, of the Auxiliary. A history of the order, containing a wealth of interesting material concerning the life of the lodge, was delivered by George R. Johnson, Chief Engineer of Division 30.

A pleasing feature of the occasion was the presentation by Assistant Grand Chief Engineer L. G. Griffing of gold badges of a very pretty design to three of the members who had seen forty years in the service. The members who received the badges were Jere Goodwin, of Phillipsburg, who was initiated in Division 53, Jersey City, in 1867, and later transferred to Division 30. He is 86 years of age and has been a retired engineer on the C. R. R. since 1901.

Joseph Lutz, of Easton, who is 65 years of age and was initiated into Division 30 in 1873. He is still in service on the C. R. R.

James Milham, of Washington, N. J., aged 73 years, who was initiated in Division 30 in 1873. He is a pensioned engineer on the D., L. & W. R. R.

Each guest was presented with a handsome souvenir badge commemorative of the occasion.

A beautiful silk American flag was presented by the Ladies' Auxiliary to Division 30. Mrs. Joseph Cherry spoke on behalf of the Auxiliary and G. R. Johnson, on behalf of the engineers, responded. At

the beginning of the program, Chaplain Charles Casper led in prayer.

A musical program with numbers interspersed between the addresses included piano solos by Miss Annie Duckworth, a vocal solo by Miss Elva Case, and duets by Misses Emma and Annie Neighbor and the Misses Nixon. Bartley L. Cane entertained with a recitation.

At 6 o'clock the members and guests were loaded in autos and conveyed to the Karlodon hotel, Easton, where they enjoyed an excellent menu.

After the banquet the members and guests returned to the lodge room, where several hours in social enjoyment were spent and recollections of railroading in former days and at present were given by the members.

The occasion was one long to be remembered by those present and the members of Division 30.

The committee of arrangements comprised the following members: Jacob Vanatta, William Herbert, Cornelius Weisel, Charles Casper, J. H. Davenport, Martin Nixon, G. R. Johnson, G. R. Case, Nathan Strouse, S. J. Duckworth and W. T. Ward.

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On December 18 and 19, Penn Treaty Div. 71, Philadelphia, Pa., celebrated its golden anniversary at Apollo Hall, 1726 N. Broad street.

The program for Saturday evening, December 18, consisted of a luncheon, concert and dance, and drill by Div. 253, G. I. A. to B. of L. E. The luncheon was all that could be desired, as the tables were groaning under the weight of good things that were prepared for our members and their families and friends.

The drill given by the members of New Century Div. 253, G. I. A., was splendid, and was something new even for them under the leadership of Sister Buck and 24 of the Sisters, all dressed in white gowns with wings. We thought they were angels.

The dancing and concert lasted until midnight, and that part of the affair was declared a grand success by all who had the good fortune to attend.

Our regular meeting on Sunday, December 19, was well attended considering how our men are working, as they are very

busy on the road now and it was impossible to get off. We had ten applications for membership, but only two could get there as all the rest had to work. These two Brothers were initiated by Brother Wm. B. Prenter, F. G. E., and it was the first time most of our members had seen anyone initiated without using the Ritual, and it certainly was very impressive.

Brother Futch, President of the Insurance, was with us, and gave those present some very good advice about the insurance and urged them to make a little sacrifice and carry all they could, so if any misfortune overtook them, their wives and little ones would be well cared for and also urged them to take out the accident insurance, as it was given to them now for 50 per cent of what the old line companies were charging and no red tape about it. Brother, you can see a statement of this every month in the JOURNAL.

Bro. D. F. Ryan, Chief Engineer, then gave some very interesting reading from the minutes of Div. 71 from January 4, 1866—the date of the first regular meeting; charter having been granted December 16, 1865—down to the present time, and showed some of the troubles the Brothers had in the early days and how the charter had to be taken out of frame and members initiated in their homes and in cellars for fear of being found out, for if the company found they belonged they would be dismissed, and several walked the plank for this alone.

A very sad part of our celebration occurred when word was brought to the meeting that our oldest member, Bro. Mathew T. Larkin, had died that morning. Bro. Larkin was a member for 46 years and lost his position on the Reading railroad in the strike of 1877. He always continued an active member and never missed a meeting, and at the time of death was Secretary of our Health Association.

Brother Prenter then gave the Brothers some good advice and instructions on their membership and also on the pension plan, and urged all members to join the pension so they would be protected in case they could no longer run an engine, and explained the advantage of a young man joining now over the older man, and said that over 25 per cent of the members drawing pensions now were young men who were incapacitated from running an engine; after which the Division closed in due form and all members went over to Apollo Hall, where a luncheon was again prepared for them by Bro. Geo. Koehler, our chef, and his assistants.

After luncheon a public meeting was held which lasted until 5:30 p. m. and addresses were delivered by Bro. Prenter, F. G. E., who gave a history of the B. of L. E. Mr. W. Freeland Kendrick,

receiver of taxes for the city of Philadelphia, then addressed the meeting and told us about a trip he conducted when the Philadelphia Shriners went around the North American Continent to California and back again last summer, and how on part of the trip he had rode with the engineers on the monster locomotives that were handling the trains and what his impressions were; he also told us about collecting the taxes of Philadelphia last year; they amounted to over \$35,000,000, and the largest collection for one day was August 30, 1915, amounting to over \$3,000,000.

Next on the program was Sister Murdock, Grand President of the G. I. A., who gave a history of the organization and what it was doing for the orphans of members of the organization, and told of the growth of the G. I. A. since its organization in 1887.

Next on the program was Mr. James Bennett, who gave a very fine description of organized labor and social justice, and claimed if it was not for the labor organizations we would have anarchy in this country.

The invocation was given by the Rev. W. E. P. Haas, pastor of the Frankford Avenue M. E. Church, whose father and brother are both engineers; his brother being Chief Engineer of Div. 707, and he told us the whole family were railroaders except himself.

Solos were sung by Mr. J. T. Richards, Secretary Reading Y. M. C. A., Miss Ada Deal, and Mr. Hiram McDade, whose father and brother are both members of Div. 71. We also had with us Sister Cassell, Grand Vice President of the G. I. A., and Sister Bailey, Grand Treasurer of the G. I. A.

The meeting and 50th anniversary came to a close with the singing of "America" by the audience, and we all went to our homes happy because we were the ones allowed to celebrate this anniversary of a Division and organization that has done so much for the engineers of the Reading Railway and the whole country.

Yours fraternally,

JAS. MCKEANNEY, S.-T. Div. 71.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—Information as to parties named below. The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, son of our late Bro. J. J. Conrad, of Div. 730, Altoona, Pa., amount due, \$464.04.

May Agnes Hayea, niece of our late Bro. Wm. E. Hayea, of Div. 224, City of Mexico, Mex., amount due, \$732.

James Powers, brother of our late Bro. Michael Powers, of Div. 286, Grand Rapids, Mich., not heard from for 15 years, amount due, \$136.37.

Mrs. Laura Therp, sister of our late Bro. F. B. Reynolds, of Div. 637, Trenton, Ont., amount due, \$1,500.

W. E. FURCH, President.

C. E. RICHARDS, Gen. Sec.-Treas.

A traveling card and member's certificate belonging to Bro. W. E. Davis was lost on train between North Bay and Cochrane, Ont., good until March 31, 1916. If presented, kindly take up and forward to W. E. Davis, 1115 East 9th street, Trenton, Mo.

The address of Lewis H. Gray, formerly a member of Div. 197 San Antonio, is very much desired by his son, Frank Lester Gray, 725 Hennepin Ave., Minneapolis, Minn.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Dec. 26, la grippe, Bro. Henry J. Reed, member of Div. 1.

Jackson, Mich., Jan. 6, cancer, Bro. Clinton M. Whiting, member of Div. 2.

Logansport, Ind., Jan. 2, head-on collision, Bro. Jos. H. Ulrich, member of Div. 20.

Bordentown, N. J., Dec. 22, heart disease, Bro. W. T. Perry, member of Div. 22.

Youngstown, O., Oct. 1, tuberculosis, Bro. J. G. Ludt, member of Div. 29.

Marietta, O., Dec. 23, apoplexy, Bro. A. F. C. Williams, member of Div. 36.

Newark, O., Dec. 18, heart trouble, Bro. John S. Riley, member of Div. 36.

Meadville, Pa., Dec. 17, cancer, Bro. H. W. Thompson, member of Div. 43.

Philadelphia, Pa., Dec. 23, paralysis, Bro. John T. Richards, member of Div. 45.

E. St. Louis, Ill., Dec. 3, old age and heart trouble, Bro. Fred. Becherer, member of Div. 49.

New Freedom, Pa., Dec. 7, killed, Bro. Leander L. Rohrbaugh, member of Div. 52.

Hackensack, N. J., Jan. 2, tumor, Bro. Joseph P. Mason, member of Div. 53.

Port Jervis, N. Y., Dec. 16, heart failure, Bro. Chas. Johnson, member of Div. 54.

Providence, R. I., Dec. 31, complication of diseases, Bro. E. H. Sanford, member of Div. 57.

Melrose Highlands, Mass., Dec. 23, heart failure, Bro. E. T. Sumner, member of Div. 61.

Racine, Wis., Dec. 24, myocarditis, Bro. E. F. Williams, member of Div. 66.

Philadelphia, Pa., Dec. 19, old age, Bro. Mathias T. Larkin, member of Div. 71.

Philadelphia, Pa., Dec. 3, peritonitis, Bro. B. F. Tamany, member of Div. 71.

Harrisburg, Pa., Jan. 7, peritonitis, Bro. Edwin Manly, member of Div. 74.

W. Haven, Conn., Dec. 24, cancer, Bro. C. A. Halfinger, member of Div. 77.

Milford, Conn., Dec. 16, heart failure, Bro. Jas. Mintz, member of Div. 77.

Columbus, O., Dec. 27, killed, Bro. Wm. F. Coffey, member of Div. 79.

Moulton, Ia., Dec. 18, Bright's disease, Bro. Frank Luman, member of Div. 86.

St. Louis, Mo., Dec. 14, Bro. W. A. Hathaway, member of Div. 86.

Grand Island, Nebr., Dec. 17, pneumonia, Bro. J. W. Lambert, member of Div. 88.

Port St. Charles, Dec. 26, dropsy, Bro. Geo. Johnson, member of Div. 89.

Seattle, Wash., Nov. 24, cerebral apoplexy, Bro. W. J. Cooper, member of Div. 92.

Lincoln, Nebr., Dec. 11, lympho-sarcoma, Bro. A. J. Tippens, member of Div. 98.

Water Valley, Miss., Dec. 20, paralysis, Bro. W. F. Love, member of Div. 99.

St. Joseph, Mo., Jan. 6, operation for appendicitis, Bro. H. E. Slater, member of Div. 107.

Hastings, Nebr., Dec. 14, heart trouble, Bro. Thos. P. McNish, member of Div. 107.

Prince Rupert, B. C., Oct. 23, collision, Bro. John Herstick, member of Div. 111.

Waterloo, Ia., Dec. 14, apoplexy, Bro. R. G. Lake, member of Div. 114.

Brightwood, Ind., Dec. 18, peritonitis, Bro. J. T. Hennessy, member of Div. 121.

Desoto, Mo., Dec. 30, la grippe and nephritis, Bro. Geo. Walker, member of Div. 123.

Nashville, Tenn., Dec. 23, collision, Bro. I. M. Reed, member of Div. 123.

Mitchell, S. D., Dec. 9, diabetes, Bro. G. C. Ferguson, member of Div. 131.

Vineland, N. J., Dec. 31, pneumonia, Bro. E. D. Hicks, member of Div. 135.

Beaver Falls, Dec. 17, head-on collision, Bro. Fred. Waxenfelser, member of Div. 143.

Truro, N. S., Dec. 23, derailed engine, Bro. Howard McDonald, member of Div. 149.

Jersey City, N. J., Dec. 13, organic heart trouble, Bro. Wm. J. Lewis, member of Div. 157.

Cedar Rapids, Ia., Dec. 20, typhoid fever, Bro. W. H. McMullen, member of Div. 159.

Baltimore, Md., Jan. 8, cirrhosis of liver, Bro. Fred C. Rodgers, member of Div. 160.

Syracuse, N. Y., Dec. 17, heart trouble, Bro. Thos. Kane, member of Div. 169.

Schenectady, N. Y., Dec. 9, pneumonia, Bro. Wm. J. Teller, member of Div. 172.

New York City, Dec. 25, kidney trouble, Bro. Wm. C. Hayea, member of Div. 180.

Brother Hayea was widely known in the order, particularly among the delegates to our conventions which he attended as delegate, beginning at New Orleans 1885, New York 1886, Chicago 1887, Richmond 1888, when he was appointed on the committee to end the C. B. & Q. strike, 1889 Denver, 1890 Pittsburgh, 1892 Atlanta, 1894 Milwaukee, was elected S. G. A. E., 1896, Ottawa, Can. He went to the B. & O. in 1898 as an official under Mr. Underwood, and to the Erie in 1901, where he served as general road foreman of engines, assistant mechanical superintendent, superintendent of employment bureau, and superintendent of locomotive operation, always holding to his membership in the B. of L. E. and Masonic Orders.—EDITOR.

Little Rock, Ark., Dec. 31, nephritis, Bro. O. J. Holmes, member of Div. 182.

Little Rock, Ark., Dec. 16, heart failure, Bro. Thos. R. Powell, member of Div. 182.

Denver, Colo., Dec. 3, cerebral meningitis, Bro. Robt. J. Struthers, member of Div. 186.

Belleville, Ont., Dec. 5, heart failure, Bro. C. S. Doctor, member of Div. 189.

McComb, Miss., Dec. 31, struck by overhead bridge, Bro. R. F. Jackson, member of Div. 196.

Temple, Texas, Dec. 13, Bright's disease, Bro. R. R. Coleman, member of Div. 206.

Albany, Ga., Nov. 19, Bro. Sam Kimball, member of Div. 210.

Plattsburg, N. Y., Dec. 31, acute indigestion, Bro. Wm. Millette, member of Div. 217.

Marshall, Texas, Dec. 31, leakage of heart, Bro. W. H. Green, member of Div. 219.

Hammond, Ind., Jan. 5, pneumonia, Bro. A. D. James, member of Div. 221.

Mobile, Ala., Dec. 16, valvular heart disease, Bro. H. M. Wilson, member of Div. 223.

New Durham, N. J., Dec. 19, dropsy, Bro. Wm. Peronto, member of Div. 235.

New Durham, N. J., Dec. 7, apoplexy, Bro. Jos. Rush, member of Div. 235.

Knoxville, Tenn., Dec. 18, tuberculosis, Bro. W. L. Logan, member of Div. 239.

- Merrillan, Wis., Nov. 4, operation, Bro. Jas. Flynn, member of Div. 241.
- Corning, N. Y., Dec. 30, apoplexy, Bro. R. J. Brewer, member of Div. 244.
- Dennison, O., Jan. 5, acute indigestion, Bro. T. F. O'Donnell, member of Div. 255.
- Bethlehem, Pa., Dec. 14, apoplexy, Bro. Lewis F. Miller, member of Div. 257.
- Pomona, Cal., Jan. 3, Bro. Lemuel Gay, member of Div. 261.
- Wilkes Barre, Pa., Dec. 13, general debility, Bro. Philip Thrash, member of Div. 263.
- Florence, S. C., Dec. 19, heart trouble, Bro. W. P. Holland, member of Div. 265.
- Florence, S. C., Dec. 5, heart trouble, Bro. Robert M. Mack, member of Div. 265.
- Georgetown, S. C., Nov. 27, injuries received while on duty, Bro. F. B. Joyner, member of Div. 265.
- Asheville, N. C., Jan. 2, engine turned over, Bro. John J. Clark, member of Div. 267.
- Oakland, Cal., Dec. 12, acute dilatation of heart, Bro. A. D. Neff, member of Div. 283.
- Fairmount, W. Va., Dec. 14, paresis, Bro. C. F. Wigginton, member of Div. 284.
- Cadillac, Mich., Dec. 16, Bright's disease, Bro. John Flynn, member of Div. 286.
- Washington, Ind., Jan. 2, cerebral hemorrhage, Bro. Chas. J. Guth, member of Div. 289.
- Albion, Minn., Dec. 26, tuberculosis, Bro. M. C. Edwards, member of Div. 290.
- Superior, Wis., Nov. 26, cardiac regurgitation, Bro. Thos. Ruddy, member of Div. 290.
- Michigan City, Ind., Dec. 24, injuries received in collision, Bro. Jas. M. Beal, member of Div. 300.
- Roanoke, Va., Dec. 8, killed, Bro. W. W. Lowry, member of Div. 301.
- Saginaw, Mich., Dec. 14, paralysis, Bro. Alex Sharpe, member of Div. 304.
- St. Augustine, Fla., Dec. 22, Bro. C. H. Elms, member of Div. 309.
- Jacksonville, Fla., Nov. 22, Bro. C. W. Robinson, member of Div. 309.
- Fayetteville, N. C., Dec. 10, apoplexy, Bro. W. G. McLaughlin, member of Div. 314.
- Wilkesburg, Pa., Jan. 1, pneumonia, Bro. John C. McCormick, member of Div. 325.
- Roper, Kans., Dec. 20, locomotor ataxia, Bro. J. H. Ard, member of Div. 327.
- West Bay City, Mich., Dec. 18, meningitis, Bro. Chas. H. Ontous, member of Div. 338.
- Baltimore, Md., Dec. 25, heart failure, Bro. Wm. McDade, member of Div. 353.
- Louisville, Ky., Jan. 6, complications, Bro. D. A. Ford, member of Div. 365.
- St. Paul, Minn., Jan. 1, heart failure, Bro. Jerry O'Leary, member of Div. 369.
- Sayre, Pa., Dec. 14, fatty degeneration of heart, Bro. E. C. Spaulding, member of Div. 380.
- Kansas City, Kans., Jan. 3, collision, Bro. Frank B. Wahl, member of Div. 396.
- Brooklyn, N. Y., Dec. 17, paralysis, Bro. Thos. J. Clark, member of Div. 419.
- Virginia, Minn., Dec. 22, head-on collision, Bro. Frank Eckes, member of Div. 420.
- Trinidad, Colo., Dec. 15, heart failure, Bro. J. H. Guilfoil, member of Div. 430.
- John H. Guilfoil will be remembered by many of the Order, as it was he who held the deed in trust to the Meadow Lawn Farm, Mattoon, Ill. It was the result of a sale of tickets and a raffle which proved to be contrary to law, and created complications which lasted several years. He was prominent in the Masonic Order and Grand Army of the Republic, of which he had been Vice Commander of Colorado and Wyoming.—Editor.
- Elmira, N. Y., Dec. 16, heart failure, Bro. Frank L. King, member of Div. 434.
- Chicago, Ill., Jan. 3, pneumonia, Bro. Geo. Calkins, member of Div. 459.
- Pittsburgh, Pa., Jan. 11, kidney trouble, Bro. John L. Cook, member of Div. 464.
- Trenton, Mo., Nov. 13, operation, Bro. M. J. McDonald, member of Div. 471.
- Bethel, Kans., Dec. 14, heart disease, Bro. J. M. Sanford, member of Div. 502.
- Moose Jaw, Sask., Can., Dec. 30, killed, Bro. Wm. Klatta, member of Div. 510.
- Sedalia, Mo., Jan. 1, injuries received in wreck, Bro. E. C. Roby, member of Div. 517.
- Sedalia, Mo., Dec. 26, droopy, Bro. J. L. Russell, member of Div. 517.
- Chicago, Ill., Oct. 6, Bro. N. Linman, member of Div. 519.
- Chicago, Ill., Oct. 10, Bro. C. Buntin, member of Div. 519.
- Belle Plaine, Ia., Jan. 4, cancer, Bro. W. L. Avery, member of Div. 535.
- Buffalo, N. Y., Dec. 25, scalded, Bro. John Dennison, member of Div. 535.
- Buffalo, N. Y., Dec. 12, pulmonary tuberculosis, Bro. Jas. Hathaway, member of Div. 533.
- Fresno, Cal., Dec. 24, operation, Bro. Frank Tallman, member of Div. 553.
- Richmond, Va., Dec. 18, acute peritonitis, Bro. C. W. Wilmoth, member of Div. 551.
- Greenville, Jct., Me., Oct. 3, heart failure, Bro. Ed. Crossman, member of Div. 553.
- Downers Grove, Ill., Jan. 1, paralysis, Bro. E. W. Parker, member of Div. 645.
- Shamokin, Pa., Jan. 4, pneumonia, Bro. John Mangle, member of Div. 652.
- Jackson, Tenn., Dec. 22, tuberculosis, Bro. S. W. Woodruff, member of Div. 663.
- Cotter, Ark., Nov. 29, killed, Bro. H. Posschl, member of Div. 701.
- Saxton, Pa., Dec. 31, pernicious anemia, Bro. Silas Manspeaker, member of Div. 730.
- Kansas City, Mo., Dec. 12, hemorrhage of brain, Bro. Sidney N. Wilkins, member of Div. 734.
- Cairo, Texas, Sept. 9, hemorrhage of brain, Bro. Geo. Glanberg, member of Div. 776.
- Chicago, Ill., Dec. 17, complication of diseases, Bro. Frank R. Gosseline, member of Div. 790.
- Birmingham, Ala., Nov. 17, Mrs. Margaret Pickering, wife of Bro. W. H. Pickering, member of Div. 155.
- Pittsburgh, Pa., Mrs. Elizabeth J. Moyer, wife of Bro. J. W. Moyer, member of Div. 464.
- Pittsburgh, Pa., Dec. 24, Eliza A. Fletcher, wife of Bro. John Fletcher, member of Div. 452.
- Memphis, Tenn., Nov. 14, Mrs. Tennie E. Macon, wife of Bro. J. W. Macon, member of Div. 23.
- Louisville, Ky., Dec. 19, lobar pneumonia, Harry Jeffry, father of Bro. A. C. Jeffry, member of Div. 193.
- Amboy, Ill., Jan. 8, Franklin Underwood, Sr., father of Brothers Franklin Underwood, Jr., Div. 670, E. F. Underwood, Div. 27, C. F. Underwood, Div. 723, and father-in-law of Bro. James Lavell, Div. 27.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 43—A. Atkins, from Div. 123.
- 46—C. M. Kingsbury, from Div. 14.
- 77—H. P. Garifee, from Div. 258.
- 139—G. F. Brown, from Div. 242.
- W. F. McInerney, from Div. 800.
- 184—H. W. Williams, from Div. 208.
- 201—Robt. Anderson, C. F. Becklerman, H. Becklerman, T. S. Crawford, J. W. Childress, Wm. Dixon, Wm. Davis, H. Dangier, B. L. Fox, Wm. A. Gallaher, J. W. Joiner, John McCarty, A. Murphy, E. Patterson, B. Riggs, E. H. Riordan, W. A. Spence, H. O. Swartz, J. E. Stamm, C. A. Seltzer, A. D. Stephens, R. S. Timmerman, from Div. 600.
- 231—O. E. Cagwin, O. C. Stofferan, from Div. 310.



**Into Division—**

- 216—Chas. S. Baker, Joe Bray, Arthur Coppin, J. M. Doyle, Gus Fredericks, J. Heilman, R. S. Holister, John Hickey, O. F. Kallman, Peter Love, Bert Lucas, John J. Miller, John Mickelson, John Ray, Steven Slattery, Isaac Spitzer, Geo. Shequin, R. H. Thompson, John W. Vandenoorn, Geo. Ward, J. C. Wigman, W. H. Whiting, from Div. 297.
- 291—R. J. Flemming, from Div. 314.
- 324—Jos. O'Connor, from Div. 136.
- 329—J. Frank Jones, from Div. 260.
- 383—C. E. Holly, from Div. 5.
- H. S. Holcomb, from Div. 739.
- 441—G. W. Clare, from Div. 14.
- Geo. H. White, from Div. 18.
- 452—G. W. Johnson, from Div. 50.
- 477—M. P. Garvey, from Div. 1.
- 499—J. G. Cameron, from Div. 576.
- 530—D. R. Langridge, from Div. 857.
- 574—V. I. Tate, from Div. 736.
- 579—J. F. Karacher, from Div. 320.
- 636—G. M. Wooland, from Div. 462.
- J. E. Dodd, from Div. 573.
- 654—Percy Drinkwater, from Div. 381.
- Wm. Kirk, from Div. 764.
- Frank D. Crowley, from Div. 795.
- T. E. Clement, from Div. 764.
- Wm. Downey, from Div. 319.
- C. D. Fulmer, from Div. 111.
- H. Inches, from Div. 764.
- R. O. Cross, from Div. 843.
- 657—D. Turner, from Div. 821.
- 699—D. V. O. Morris, from Div. 322.
- 725—J. B. Williams, from Div. 475.
- 737—S. R. Willis, from Div. 832.
- 757—Jas. O'Leary, Jas. T. Moriarity, from Div. 452.
- 766—K. A. Willet, from Div. 660.
- 813—Chas. Bacher, W. A. Bradley, S. O. Brown, H. G. Beck, J. J. Burk, W. D. Carrington, L. C. Connell, J. W. Curran, G. R. DeVault, F. Devery, J. B. Evans, F. E. Fehman, W. R. Haynes, J. W. Harper, P. Hynes, Jr., A. M. Hanson, J. L. Jennings, Walter Jones, T. A. Jacobson, A. L. Kern, F. B. Kershaw, K. W. Kolhoff, B. F. Lake, F. P. Marling, A. J. McCreary, A. L. Moody, E. E. Meaney, A. A. Ownes, A. G. Powell, J. A. Reichley, D. O. Roy, W. H. Roy, R. Richmond, G. E. Rogenseck, H. Seibenmark, W. G. Talbott, W. Tatso, J. W. Verba, J. S. Wescott, E. M. Williams, M. F. Collins, W. H. Johnson, from Div. 159.
- 815—Jas. P. Hughes, W. T. Clark, M. D. Cavanaugh, Ban Bragdon, Geo. V. Carnea, Frank Hefferman, Jas. Knox, John H. Johnston, Chas. A. Nelson, Theo. A. Scott, T. M. Slattery, from Div. 60.
- 824—J. C. Sweeney, from Div. 81.
- 837—J. Bertrand, from Div. 723.
- 840—H. Cuthbertson, from Div. 815.
- 842—Henry Wm. Nicklay, from Div. 69.
- 847—J. P. Hayes, A. G. Bryce, T. J. Lang, N. T. Fenby, from Div. 796.
- 850—Isam Mason, from Div. 511.
- 852—G. Marshall, from Div. 837.
- 853—R. E. McNary, from Div. 711.
- 854—C. Wimmer, from Div. 832.
- 855—J. F. Elmore, from Div. 365.
- 860—F. R. Bohn, from Div. 6.

**WITHDRAWALS****From Division—**

- 12—E. H. Ashton.
- 14—Nicholas Kuhn.
- 29—O. C. Smith.
- O. V. Hipps.
- 39—M. C. Boone.
- 40—A. Rollins.
- 61—W. H. Gordon.
- W. H. Barrett.
- 79—M. B. Collins.
- 133—Thos. Hall.
- 200—Chas. Merrill.
- 205—Hary E. Norris.
- 276—Walter S. Seeley.
- 277—P. M. Lowe.

**From Division—**

- 236—H. Johnson.
- 237—W. W. Burbank.
- 236—Geo. Stinson.
- 330—M. McDonald.
- 354—Wm. Medico.
- 363—W. H. Craig.
- 378—Fred B. Williams.
- Jas. E. Baker.
- 413—C. Gallagher.
- 420—Francis Falk.
- 526—M. Shingle.
- 675—O. R. Elliott.
- 696—D. Arms.

**REINSTATEMENTS****Into Division—**

- 11—H. F. Givler.
- 17—A. B. Frame.
- 55—J. R. Dinsdale.
- 65—Chas. Deininger.
- 77—Flynn A. Longley.
- 107—O. W. Hughes.
- 147—T. J. Allen.
- 153—H. Schulthess.
- F. F. Kemp.
- 156—John Q. Lane.
- 167—Dennis W. O'Leary.
- 198—J. P. Ford.
- 196—H. Cunningham.
- 218—J. H. Abraham.
- 229—W. W. Williams.
- 230—L. Berdame.
- 255—Morris T. Brown.
- 266—A. P. Burrows.
- 226—T. O'Donnell.
- 309—J. W. Thames.
- 317—Jos. L. Reynolds.
- 323—J. G. Genero.
- 346—Edw. B. Johnson.
- 352—Ed. Dwiggins.
- 390—E. B. Wood.
- 394—Wm. J. Blincoe.
- 438—W. R. Morrison.
- 450—C. N. Rowell.
- 452—V. L. Moyer.

**Into Division—**

- 452—James Hopper.
- Jas. E. McCarthy.
- 463—W. L. Hayden.
- C. E. Fretwell.
- 465—D. L. McCarthy.
- 523—E. S. Cupp.
- 583—Geo. D. Law.
- 615—D. T. McLean.
- 621—Arthur W. Cochran.
- Wilson Kincade.
- 674—Logan Pepper.
- 696—R. D. Bailey.
- 711—R. E. McNary.
- 730—Art. G. McCormick.
- 742—P. W. Buckley.
- 746—L. J. Cook.
- 771—John A. Collins.
- 786—A. T. Massie.
- 815—Otto Parson.
- N. F. Briggs.
- 827—M. D. Wilson.
- 828—J. J. Henzie.
- 839—H. A. Moore.
- R. H. Dray.
- 846—Willard Smith.
- Michael Walsh.
- 853—H. V. Cook.
- 858—D. L. Anderson.

**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 6—Chas. Smith.
- 192—C. Rudolph.
- W. D. Brockway.

**From Division—**

- 192—W. E. Esterly.
- 644—J. F. Robinson.
- 742—Victor Gillett.

**FOR OTHER CAUSES****From Division—**

- 11—W. H. Wallace, non-payment of insurance.
- 18—Harley Hancock, E. C. Mahns, W. J. Wood, forfeiting insurance.
- 20—W. B. Davis, H. E. Bowles, Pierpont Edwards, forfeiting insurance.
- 27—Jas. E. Morrissey, forfeiting insurance.
- 33—J. I. Lincicome, forfeiting insurance.
- 50—H. H. Tipton, forfeiting insurance.
- 52—I. J. Orem, forfeiting insurance.
- 55—Robert Cunningham, unbecoming conduct.
- C. N. Compton, forfeiting insurance.
- 98—A. L. Shuck, non-payment of insurance.
- 97—Chas. McWhorter, forfeiting insurance.
- 100—L. H. Rubens, forfeiting insurance.
- 123—Hy Robb, forfeiting insurance.
- 125—J. H. Hershire, forfeiting insurance.
- 143—John F. Heller, violation of obligation and unbecoming conduct.
- 166—Harry W. Clark, non-payment of insurance.
- 180—B. L. Shackle, non-payment of insurance.
- 181—C. W. Swain, forfeiting insurance.
- 208—Frank Stapleton, forfeiting insurance.
- 228—J. E. Baker, forfeiting insurance.
- 240—Jas. L. Close, forfeiting insurance.
- 262—H. G. Price, C. W. Hedger, forfeiting insurance.
- 272—David Johnson, forfeiting insurance.
- 277—Wm. Justice, forfeiting insurance.
- 284—Alex. Paton, D. H. Owens, forfeiting insurance.
- 289—Wm. J. Lager, non-payment of insurance.
- 290—J. V. Gahan, John Totten, W. H. Welch, Thos. McQuay, J. P. Patterson, non-payment of insurance.
- 304—J. E. Wilson, Chas. Emmes, forfeiting insurance.
- 317—W. A. Craddock, non-payment of insurance.
- 321—R. F. Ellington, unbecoming conduct.
- 327—Leo White, non-payment of insurance.
- 333—J. H. Callahan, dissatisfied by action of G. C. of A. and refusing to pay dues and assessments.
- 339—Geo. E. Cross, forfeiting insurance.
- 369—C. G. Anderson, non-payment of insurance.
- 370—W. E. Blaney, forfeiting insurance.

*From Division—*

- 383—E. W. Sayer, B. Young, non-payment of insurance.  
 423—T. H. Bradley, failing to take out insurance.  
 451—J. C. Jansen, forfeiting insurance.  
 454—O. R. Milliron, forfeiting insurance.  
 477—W. R. Parker, J. A. Jones, forfeiting insurance.  
 486—F. H. Wood, forfeiting insurance.  
 504—P. Anglin, forfeiting insurance.  
 506—E. W. Brady, violation of Sec. 52, Statutes.  
 507—J. J. Pendergass, non-payment of insurance.  
 510—L. H. Ammons, T. W. McDonald, H. H. Hopper, forfeiting insurance.  
 516—John E. Supple, non-payment of insurance.  
 525—T. P. Lindsey, C. L. Yuille, forfeiting insurance.  
 537—John S. Lee, entering saloon business.  
 539—J. B. Bruce, forfeiting insurance.  
 547—R. H. Presley, non-payment of insurance.  
 550—L. M. Borders, non-payment of insurance.  
 554—E. A. Lynch, W. M. Lannon, forfeiting insurance.

*From Division—*

- 568—A. H. Stafford, forfeiting insurance.  
 590—J. D. Holman, H. L. Singletary, L. H. Caskey, forfeiting insurance.  
 591—L. J. Hubbard, forfeiting insurance.  
 598—M. L. McWilliams, forfeiting insurance.  
 622—C. A. McCoy, forfeiting insurance.  
 634—J. Ostgard, coming to Division meeting intoxicated.  
 Fred McAtee, forfeiting insurance.  
 646—J. F. Underwood, forfeiting insurance.  
 648—Lemuel Lightsey, Sanford Cliett, O. L. Bell, forfeiting insurance.  
 661—B. L. Smith, non-payment of insurance.  
 671—Emil Bulen, non-payment of insurance.  
 678—J. P. Driscoll, forfeiting insurance.  
 746—C. L. Parks, forfeiting insurance.  
 757—C. A. Turner, forfeiting insurance.  
 790—Martin J. Durkin, forfeiting insurance.  
 803—G. H. Ambrose, forfeiting insurance.  
 815—F. J. Weise, forfeiting insurance.  
 858—W. M. Whyte, forfeiting insurance.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 886-890

## SERIES N

OFFICE OF ASSOCIATION ROOM, 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Feb. 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
780	H. B. Burr.....	44	298	Mar. 26, 1905	Nov. 23, 1915	Cerebral hemorrhage	\$1500	Hattie S. Burr, m.
781	Edward Dalton.....	55	169	Aug. 22, 1899	Nov. 18, 1915	Bright's disease.....	3000	Margaret Dalton, w.
782	Chas. W. Bates.....	44	831	July 28, 1910	Nov. 28, 1915	Killed.....	3000	Lulu Bates, w.
783	D. B. Daniels.....	33	237	Mar. 21, 1887	Nov. 26, 1915	Pneumonia.....	1500	Norman Daniels, s.
784	Bernard McCabe.....	71	136	Jan. 10, 1880	Sept. 9, 1914	Blind left eye.....	3000	Self.
785	Frank B. Joynes.....	47	265	Jan. 27, 1902	Nov. 28, 1915	Killed.....	750	Sallie L. Joynes, w.
786	Wm. J. Lewis.....	55	157	Nov. 18, 1905	Dec. 13, 1915	Organic heart disease	1500	Julia F. Lewis, w.
787	Wm. F. McGinley.....	50	257	Mar. 10, 1901	Dec. 8, 1915	Tuberculosis.....	1500	Brother and sister.
788	F. R. Gosselin.....	52	790	Sept. 20, 1905	Dec. 17, 1915	Nephritis.....	3000	Margaret Gosselin, m.
789	C. F. Wigginton.....	49	284	Nov. 22, 1897	Dec. 14, 1915	Paresia.....	1500	Lavara Wigginton, w.
790	H. W. Thompson.....	34	43	Aug. 25, 1913	Dec. 17, 1915	Carcinoma of intest's	3000	Mary A. Thompson, w.
791	R. R. Coleman.....	51	206	Feb. 4, 1903	Dec. 13, 1915	Bright's disease.....	1500	May Coleman, w.
792	C. T. Doctor.....	50	189	Dec. 18, 1899	Dec. 5, 1915	Heart disease.....	3000	Lillian F. Doctor, w.
793	C. W. Wilmoth.....	42	561	Jan. 7, 1899	Dec. 18, 1915	Peritonitis.....	4500	Sarah R. Wilmoth, w.
794	Joseph Rush.....	61	235	Dec. 7, 1896	Dec. 7, 1915	Cerebral hemorrhage	3000	Theresa E. Rush, w.
795	L. F. Miller.....	59	257	Apr. 4, 1892	Dec. 14, 1915	Apoplexy.....	3000	Elenora V. Miller, w.
796	John S. Riley.....	39	36	Aug. 2, 1908	Dec. 18, 1915	Heart disease.....	1500	R. R. Riley, f.
797	T. F. Kane.....	42	169	Nov. 16, 1905	Dec. 17, 1915	Heart disease.....	3000	Agnes Kane, w.
798	C. H. Saltzman.....	40	327	Sept. 3, 1910	Dec. 17, 1915	Left arm amputated.	1500	Self.
799	Frank L. King.....	61	434	Sept. 14, 1889	Dec. 16, 1915	Heart disease.....	4500	Marggie J. King, w.
800	Frank Luman.....	45	86	Mar. 12, 1911	Dec. 18, 1915	Cerebral hemorrhage	3000	Ella D. Luman, w.
801	W. L. Logan.....	47	239	Mar. 18, 1901	Dec. 18, 1915	Tuberculosis.....	3000	Daisy Logan, w.
802	Jas. A. Minty.....	65	77	Feb. 16, 1898	Dec. 16, 1915	Endocarditis.....	3000	Elizabeth Minty, w.
803	C. A. Halfinger.....	35	77	Apr. 1, 1904	Dec. 24, 1915	Tumor.....	1500	Anna Halfinger, m.
804	H. R. McKeedy.....	37	276	Sept. 26, 1915	Nov. 27, 1915	Killed.....	1500	Children.
805	Walter Say.....	63	79	Jan. 29, 1891	Dec. 2, 1915	Cerebral hemorrhage	3000	Elizabeth Say, w.
806	H. M. Wilson.....	55	223	Nov. 17, 1890	Dec. 16, 1915	Heart disease.....	3000	M. E. Wilson, w.
807	E. F. Williams.....	69	66	Dec. 5, 1892	Dec. 24, 1915	Myocarditis.....	1500	Mary J. Williams, d.
808	J. T. Richards.....	72	45	Feb. 16, 1889	Dec. 28, 1915	Paralysis of heart.....	1500	Paulien Richards, w.
809	F. Waxenfelter.....	42	148	Oct. 21, 1912	Dec. 17, 1915	Killed.....	1500	Ca'ine Waxenfelter, w.
810	J. L. Russell.....	66	517	Nov. 15, 1879	Dec. 26, 1915	Chronic nephritis.....	3000	Julia A. Russell, w.
811	Wm T. Perry.....	61	22	Nov. 12, 1894	Dec. 21, 1915	Angina pectoris.....	3000	Mary H. Perry, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
812	W. H. McMullen,	51	159	Apr. 19, 1894	Dec. 20, 1915	Typhoid fever.....	\$1500	Joeanna McMullen, w
813	H. J. Reed.....	56	1	Apr. 18, 1909	Dec. 26, 1915	La grippe.....	1500	Jessie M. Reed, w.
814	R. G. Lake.....	61	114	Mar. 18, 1897	Dec. 14, 1915	Apoplexy.....	3000	Amelia H. Lake, w.
815	J. D. Bowser.....	57	245	Jan. 28, 1906	Dec. 24, 1915	Killed.....	1500	Annie E. Bowser, w.
816	Thomas Clark.....	66	419	Feb. 22, 1896	Dec. 17, 1915	Arterio sclerosis.....	3000	Children.
817	R. L. Hardwick.....	45	242	June 8, 1903	Nov. 16, 1914	Blind right eye.....	4500	Self.
818	Thomas Kane.....	62	255	Jan. 8, 1896	Dec. 9, 1915	Apoplexy.....	3000	Mrs. Thos. Kane, w.
819	Thomas McNish.....	69	107	Dec. 7, 1876	Dec. 14, 1915	Bright's disease.....	3000	Dorothea L. Breck, d.
820	I. M. Read.....	60	129	Sept. 23, 1891	Dec. 23, 1915	Killed.....	3000	Minnie L. Read, w.
821	J. H. Dennison.....	54	533	Dec. 2, 1911	Dec. 25, 1915	Killed.....	1500	Maria Dennison, w.
822	George Johnson.....	62	89	Nov. 2, 1903	Dec. 25, 1915	Heart disease.....	1500	Lucy Johnson, w.
823	J. O. Adams.....	38	332	Feb. 1, 1903	Feb. 3, 1915	Tuberculosis.....	1500	Thelma Adams, d.
824	W. A. McDade.....	67	353	Dec. 8, 1879	Dec. 25, 1915	Valvular heart disease	3000	Kate McDade, w.
825	W. F. Love.....	54	99	Mar. 19, 1891	Dec. 20, 1915	Paralysis.....	4500	Amber B. Love, w.
826	S. B. Wilkins.....	34	734	Jan. 10, 1914	Dec. 12, 1915	Cerebral hemorrhage.....	1500	Mrs. L. P. Johnson, m
827	Alonzo Smith.....	58	442	Oct. 29, 1898	Oct. 2, 1915	Apoplexy.....	2250	Eunice Smith, w.
828	R. J. Brewer.....	63	244	Dec. 11, 1891	Dec. 30, 1915	Apoplexy.....	3000	Emma L. Brewer, w.
829	E. L. Willey.....	39	806	June 10, 1905	Dec. 29, 1915	Killed.....	1500	Ophelia Willey, w.
830	J. T. Hennessey.....	50	121	July 20, 1901	Dec. 18, 1915	Peritonitis.....	1500	Josie Hennessey, w.
831	E. W. Parker.....	60	645	Feb. 15, 1905	Jan. 1, 1916	Paralysis.....	1500	Sophia Parker, w.
832	Silas Manspeaker.....	67	730	Sept. 26, 1890	Dec. 31, 1915	Pernicious anaemia.....	3000	Ella S. Manspeaker, w
833	J. O'Leary.....	49	369	Feb. 24, 1907	Jan. 1, 1916	Acute indigestion.....	3000	Lillian O'Leary, w.
834	C. J. Guth.....	57	289	Aug. 9, 1898	Jan. 2, 1916	Killed.....	3000	Maggie C. Guth, w.
835	Edw. D. Hicks.....	72	135	July 23, 1877	Dec. 31, 1915	Pneumonia.....	3000	Mary Hicks, w.
836	J. H. Ard.....	74	327	Nov. 17, 1882	Dec. 20, 1915	Locomotor ataxia.....	3000	Clara McClintock, d.
837	W. G. McLaughlin.....	53	314	Feb. 27, 1891	Dec. 10, 1915	Uremia.....	3000	A. G. McLaughlin, w.
838	J. M. Beall, Jr.....	47	300	July 1, 1906	Dec. 24, 1915	Killed.....	1500	Kittie M. Beall, w.
839	W. J. Cooper.....	54	92	Dec. 7, 1897	Nov. 24, 1915	Cerebral apoplexy.....	3000	Orpha J. Drake, s.
840	Wm. L. Avery.....	43	526	May 13, 1901	Jan. 4, 1916	Carcinoma of liver.....	1500	Margaret F. Avery, w
841	T. F. O'Donnell.....	48	255	Mar. 26, 1905	Jan. 5, 1916	Acute indigestion.....	3000	Mary A. O'Donnell, w
842	F. B. Wahl.....	37	396	Feb. 25, 1908	Jan. 3, 1916	Killed.....	1500	Marie Wahl, w.
843	J. P. Mason.....	61	53	Sept. 12, 1898	Jan. 2, 1916	Intestinal obstruct'n.	1500	Mary F. Mason, w.
844	W. Klatte.....	38	510	Nov. 20, 1913	Dec. 30, 1915	Killed.....	1500	Agnes Klatte, w.
845	R. F. Jackson.....	36	196	Sept. 23, 1907	Dec. 31, 1915	Killed.....	4500	Anna A. Jackson, w.
846	M. F. Coffey.....	54	79	Aug. 10, 1896	Dec. 27, 1915	Killed.....	1500	Margaret G. Coffey, d
847	H. McDonald.....	55	149	Oct. 7, 1893	Dec. 28, 1915	Killed.....	1500	Laura McDonald, w.
848	Chas. H. Outous.....	46	338	Dec. 8, 1907	Dec. 17, 1915	Meningitis.....	3000	Maud E. Outous, w.
849	A. D. Neff.....	70	283	Oct. 20, 1878	Dec. 13, 1915	Acute dilat'n of h't.	4500	Victoria Neff, w.
850	R. M. Mack.....	67	265	Apr. 10, 1887	Dec. 5, 1915	Acute nephritis.....	4500	Wife and son.
851	George Melrose.....	63	662	Jan. 19, 1884	Dec. 3, 1915	Cerebral hemorrhage.....	3000	Robt. J. Melrose, b.
852	Chas. Sipple.....	53	441	Dec. 24, 1900	Dec. 26, 1915	Killed.....	1500	Eva F. Sipple, w.
853	P. C. Thrash.....	51	293	Apr. 8, 1906	Dec. 13, 1915	Cirrhosis of liver.....	1500	Minnie Thrash, w.
854	W. W. Millette.....	52	217	Sept. 21, 1891	Jan. 1, 1916	Angina pectoris.....	1500	Eliz' th'G. Millette, w.
855	W. H. Green.....	55	219	Dec. 3, 1890	Dec. 31, 1915	Heart failure.....	3000	Sarah Green, w.
856	M. C. Edwards.....	27	290	Sept. 21, 1913	Dec. 26, 1915	Tuberculosis.....	1500	Albina Edwards, w.
857	J. C. McCormick.....	56	325	Jan. 19, 1902	Jan. 1, 1916	Pneumonia.....	1500	Em' a' C. McCormick, w
858	F. H. Goodenough.....	56	669	Jan. 25, 1897	Jan. 5, 1916	Peritonitis.....	3000	D. W. Goodenough, w.
859	Wm. McCollum.....	67	559	Jan. 4, 1891	Nov. 21, 1915	Cancer of stomach.....	1500	Laura McCollum, w.
860	Fred Rodgers.....	72	160	Nov. 14, 1892	Jan. 8, 1916	Cirrhosis of liver.....	3000	Cath' neM. Rodgers, w.
861	Tim'hy McCarthy.....	64	15	Dec. 3, 1899	Jan. 7, 1916	Strangulated hernia.....	1500	Jennie McCarthy, w.
862	H. E. Slater.....	51	107	July 14, 1903	Jan. 6, 1916	Appendicitis.....	3000	Sarah E. Slater, w.
863	Dennis A. Ford.....	45	365	Sept. 24, 1903	Jan. 6, 1916	Bright's disease.....	3000	Lula Ford, w.
864	E. T. Summer.....	77	61	Sept. 25, 1898	Dec. 22, 1915	Valvular disease heart	3000	Hannah A. Summer, s.
865	T. R. Powell.....	59	182	Nov. 10, 1884	Dec. 16, 1915	Heart disease.....	3000	Frances Powell, w.
866	John Mangle.....	50	652	Oct. 23, 1903	Jan. 4, 1916	Pneumonia.....	1500	Children.
867	C. H. Ellms.....	83	309	Sept. 10, 1898	Dec. 20, 1915	Pneumonia.....	4500	Martha E. Ellms.
868	O. J. Holmes.....	58	182	Nov. 30, 1891	Dec. 31, 1915	Nephritis.....	1500	Ada L. Holmes, d.
869	E. E. Ward.....	54	130	June 6, 1895	Nov. 22, 1915	Suicide.....	1500	Mary A. Ward, w.
870	A. F. C. Williams.....	74	36	Dec. 3, 1883	Dec. 29, 1915	Apoplexy.....	3000	Maggie Williams.
871	L. C. Blush.....	65	442	July 23, 1882	Dec. 7, 1915	Pneumonia.....	1500	Nettie M. Blush, d.
872	L. C. Judson.....	73	461	Jan. 17, 1875	Dec. 16, 1915	Arterio sclerosis.....	3000	Marietta Judson, w.
873	Thos. Warwick.....	30	697	Nov. 19, 1912	Nov. 16, 1915	Typhoid fever.....	1500	Martha Warwick, s.
874	Thos. A. Ruddy.....	47	230	April 1, 1904	Nov. 28, 1915	Aortic regurgitation.....	750	Mary Craney, s.
875	Geo. T. Walker.....	62	123	May 24, 1897	Dec. 30, 1915	La grippe.....	3000	M. E. Walker w' achil'n
876	W. P. Holland.....	65	265	Sept. 23, 1898	Dec. 19, 1915	Killed.....	4500	Sons.
877	W. C. Hayes.....	63	180	Dec. 15, 1881	Dec. 25, 1915	Cardiac dilatation.....	4500	Maria W. Hayes, w.
878	E. C. Roby.....	41	517	Sept. 16, 1911	Jan. 1, 1916	Killed.....	4500	Birdie L. Roby, w.
879	J. J. Clark.....	52	287	Oct. 9, 1897	Jan. 2, 1916	Killed.....	4500	Edith Clark, w.
880	Frank McDonald.....	51	399	July 15, 1902	Jan. 3, 1916	Killed.....	750	Mary McDonald, w.
881	Wm. D. Oland.....	55	187	Oct. 16, 1900	Jan. 3, 1916	Peritonitis.....	3000	Cora Oland, w.
882	O. B. Koons.....	45	148	Apr. 15, 1896	Jan. 4, 1916	Paralysis.....	3000	Julia E. Koons, w.
883	Geo. H. Ferry.....	63	286	Feb. 28, 1896	Jan. 8, 1916	Diabetes.....	1500	Cynthia F. Ferry, w.
884	Miron Sterns.....	33	562	Oct. 26, 1911	Jan. 9, 1916	Killed.....	1500	Maggie Sterns, w.
885	Calvin Cooper.....	56	250	Oct. 13, 1901	Jan. 10, 1916	Arterio sclerosis.....	3000	Mary C. Cooper, w.
886	Geo. M. Couch.....	79	30	Jan. 21, 1887	Jan. 11, 1916	Heart disease.....	4500	Cornelia W. Couch.
887	C. J. Callahan.....	35	82	Jan. 18, 1914	Jan. 13, 1916	Killed.....	1500	Johanna Callahan, m.
888	Wm. Holden.....	59	89	Aug. 29, 1897	Jan. 14, 1916	Cerebral embolus.....	1500	Alice Holden, w.
889	J. C. Cunningham.....	57	477	Aug. 10, 1890	Jan. 15, 1916	Pneumonia.....	3000	Daughters.
890	J. E. Speidel.....	54	745	July 15, 1893	Jan. 16, 1916	Pneumonia.....	1500	Sadie Speidel, w.

Total number of disability claims

3

Total number of death claims

108

111

Total amount of claims, \$274,500.00

## Financial Statement

CLEVELAND, O., Jan. 1, 1916.

## MORTUARY FUND FOR DECEMBER

Balance on hand December 1, 1915 .....		\$298,807 72
Received by assessments 640-43 and back assessments .....	\$158,564 48	
Received from members carried by the Association .....	8,232 96	
Refund .....	2,850 00	
Interest for December .....	1,059 27	
	<u>\$165,706 70</u>	<u>\$165,706 70</u>
Total .....		\$464,514 42
Paid in claims .....		202,336 86
Balance on hand December 31 .....		\$262,177 56

## SPECIAL MORTUARY FUND FOR DECEMBER

Balance on hand December 1 .....		\$432,688 96
Received in December .....	\$18,386 06	
Interest for 65 days on part of fund .....	175 85	
	<u>\$18,561 91</u>	<u>18,561 91</u>
Balance in bank December 31 .....		\$451,250 87

## EXPENSE FUND FOR DECEMBER

Balance on hand December 1 .....		\$ 67,773 97
Received from fees .....	\$ 192 92	
Received from 2 per cent .....	8,677 22	
Interest for six months ending December 31 .....	1,370 22	
	<u>\$ 5,240 36</u>	<u>5,240 36</u>
Total .....		\$ 73,014 33
Expenses for December .....		1,941 98
Balance on hand December 31 .....		\$ 71,072 40

## Statement of Membership

## FOR DECEMBER, 1915

Classified represents .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership November 30, 1915 .....	1,605	42,620	124	19,676	8	4,458
Applications and reinstatements received during month .....	..	116	..	38	..	19
Total .....	1,605	42,736	124	19,714	8	4,477
From which deduct policies terminated by death, accident, or otherwise .....	8	130	..	54	..	12
Total membership December 31, 1915 .....	1,597	42,606	124	19,660	8	4,465
Grand total .....						68,460

## Indemnity Santa Claus

For the third consecutive year "Old Santa" has faithfully remembered our Indemnity Members by rebating a Quarterly Premium. This makes the cost of our Accident Insurance just Fifty Per Cent (50%) of what they formerly paid for this protection, and if every member of our Organization carrying Indemnity Insurance would take out a policy in their own Association, instead of paying twice as much for the same protection, it would be still cheaper.

Once more we want to say to you Brothers who are still helping to pile up dividends for the Old Line Companies by insuring with them, you can save enough money to pay all your B. of L. E. dues, etc., by carrying this protection in your own Association.

At the same time you will have the satisfaction of knowing that ninety-five (95c) cents out of every dollar you pay for your insurance is going into the home of some disabled or deceased Brother.

Wake up. Come out of your shell. Get wise to your own interest by getting your Accident Insurance at actual cost, and at the same time make it cheaper for all of us, and best of all, by so doing, be sure you are buying for yourself and those dependent on you, protection and not a lawsuit.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## Wanted: Information as to Parties Named Below

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID JANUARY 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
731	400	G. E. Crawford.....	\$38 57	781	595	John P. Reynolds.....	\$ 31 43
732	184	E. J. Boetticher.....	34 29	782	405	Chas. A. Anderson.....	54 29
*733	444	G. D. Miller, Adv.....	140 00	783	743	J. C. Clark.....	68 58
*734	210	E. J. Rau, Adv.....	200 00	784	408	L. A. Fulcher.....	34 29
735	539	J. M. Gideon.....	42 86	785	585	J. E. Baker.....	28 57
736	569	E. Benjamin.....	240 00	786	8	W. E. Landman.....	248 57
737	404	S. D. Lerch.....	151 43	787	190	D. G. Smith.....	40 00
738	708	Delbert Hoblit.....	108 57	788	485	J. D. Wilson.....	140 00
739	738	J. K. Pebley.....	28 57	789	78	J. L. Burkhardt.....	25 71
740	215	W. R. Lundy.....	11 43	790	158	Henry Ward.....	19 64
741	80	Otto H. Ostendorf.....	25 00	791	602	Wm. J. Ryan.....	34 29
742	568	M. Murphy.....	102 86	792	531	John Ryan.....	11 43
743	477	B. E. Colyar.....	54 29	793	333	W. J. Tremaine.....	100 00
744	743	J. S. Raika.....	100 00	794	391	Edw. A. Connolly.....	11 43
745	539	Samuel R. Hinchee.....	5 71	795	200	Sam A. McCormac.....	23 57
746	196	R. M. Benjamin.....	62 86	796	524	J. A. Farrell.....	131 43
747	471	O. L. Taylor.....	10 71	797	733	Samuel Hallagan.....	20 00
748	604	A. A. Schneider.....	48 57	798	562	J. O. Milks.....	60 00
749	230	Sam Key.....	10 00	799	178	H. Wood.....	34 29
750	500	C. G. Beard.....	28 57	800	512	Robert Allan.....	21 43
751	738	H. J. Powers.....	65 71	801	336	H. J. Smith.....	20 00
752	265	Henry J. Jaeger.....	25 71	802	242	Warren J. Stark.....	82 86
753	8	P. J. Sloan.....	11 43	803	400	Guy E. Crawford.....	19 29
754	182	B. D. Kellogg.....	34 29	804	401	F. J. Amos.....	11 43
755	400	C. F. Barrett.....	60 00	805	17	Frank Munger.....	17 14
756	241	H. E. Edgell.....	160 00	806	794	D. O. Bresee.....	20 00
757	271	J. Dwyer.....	28 57	807	609	James L. Curry.....	75 00
758	884	G. A. Miller.....	20 00	808	317	Ralph W. Goldsworthy.....	34 29
759	474	Emery J. Scott.....	28 57	809	107	C. D. Lindsay.....	28 57
760	484	George Richardson.....	25 71	810	19	J. Branson.....	11 43
761	726	John J. Koch.....	19 29	811	547	Fred Ardary.....	37 14
762	8	H. Drisler.....	80 00	812	495	Carter Jones.....	25 71
763	86	O. V. Boucher.....	65 71	813	495	H. J. McGrade.....	60 00
764	471	S. C. Hanna.....	40 00	814	629	F. H. Anderson.....	10 00
765	408	W. G. Huddleston.....	71 43	815	394	R. A. Shepherd.....	85 71
766	7	Oscar Bornff.....	49 29	816	609	Arthur Lambert.....	102 86
767	209	J. G. Farrar.....	8 57	817	840	G. W. Ewing.....	15 00
768	69	Paul Busch.....	17 14	*818	210	J. L. Fickling, Adv.....	150 00
769	667	A. G. Daniels.....	22 86	819	364	F. J. Stark.....	19 29
770	159	Walter Jones.....	15 00	820	531	P. J. Cherry.....	100 00
771	404	Geo. R. Hall.....	80 00	*944	745	William Sill, Adv.....	50 00
772	218	J. E. Hunt.....	12 86	716	606	F. G. Schimmel, Bal.....	14 29
773	481	Chas. L. Bitzer.....	10 00	807	336	J. E. Murdock, Bal.....	340 00
774	400	Fred Kramer.....	20 00	78	401	J. H. Stanley, Bal.....	490 00
775	701	J. B. Henry.....	14 29	*107	430	K. Birchard, Adv.....	400 00
776	507	L. E. Galloway.....	15 00	*673	267	J. L. Bishop, Adv.....	75 00
*777	36	Chas. Baguley, Adv.....	210 00	730	602	C. L. Hammersmith, Bal.....	289 29
*778	66	George Price, Adv.....	65 00	*856	400	F. E. Slanker, Adv.....	125 00
779	559	A. A. Asher.....	60 00	*220	585	L. I. Shannon, Bal.....	85 71
780	206	F. H. Seaman.....	94 29				

\$6808 97 \$6808 97

Total number of Weekly Indemnity Claims, 90.

\*Number of Advance Payments on Claims, 9.

\*\*Claims reopened, 1.

## INDEMNITY DEATH CLAIMS PAID JANUARY 1, 1916.

Claim	Div.	Name	Amount Paid	
164	548	R. A. Howard.....	\$2,000 00	
165	301	W. N. Lowry.....	2,000 00	
			\$4,000 00	\$ 4,000 00
				\$10,808 97

Total number of Indemnity Death Claims, 2.

Weekly Indemnity Claims paid from December 1, 1906, to December 1, 1915, \$736,321 97

Indemnity Death Claims paid from April 1, 1907, to December 1, 1915, 282,732 14

\$1,019,054 11 \$1,019,054 11

\$1,029,803 08

# LOCOMOTIVE ENGINEERS JOURNAL

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Vol. 50

MARCH, 1916

No. 3

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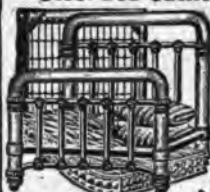


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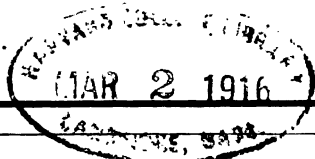
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# LOCOMOTIVE ENGINEERS JOURNAL

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## An Acrostic

Steady there! A little forethought,  
Afterthought may futile prove.  
Fix this motto in your memory  
Ere thru some unguarded move  
Tears may flow, because at evening  
You come not to those you love.

Foretell sorrow by precaution,  
In thy daily tasks immersed,  
Rush not blindly into danger;  
Steady, Brother! Heed our warning.  
Take no chances, "SAFETY FIRST."

—S. C. Weatherly.

*Roanoke Va., Railroader.*

## Estelle Martindale's Plow

BY RUTH GRAHAM

It was somewhere between 1850 and 1855 that Adelbert Swift graduated from a Northern university and, having heard a great deal about plantation life in the South, concluded to go there with a view to becoming a planter. He had inherited some means with which he might buy and stock a plantation; but, realizing his ignorance of the art of tilling the soil, he felt that it was prudent for him to gain some knowledge on the subject before making an investment.

In order to do this he conceived the idea of obtaining a position as tutor in the family of some planter. The hours he would be required to teach would not be many each day, and he would have time to familiarize himself with the workings of a plantation. He was not long in finding a position in the family of a Colonel

Southgate in South Carolina. The Southgate plantation was a very large one, including some 800 negroes. Swift found he had not made a mistake in assuming that there was a great deal to learn in running a plantation. One of them was in itself a community, consisting of two main branches, the planting branch and the business branch.

Swift, being young and not yet enervated by the climate, occupied a portion of the day riding about on the plantation, observing the methods used and asking questions. He volunteered besides to handle the Colonel's accounts, to which he devoted himself during the evenings.

The South has always been noted for the hospitality of its people, and Swift was made at home in the families of the planters in the vicinity of Colonel Southgate's manor house. Indeed, he received more invitations than he had time to accept, which was a source of trouble to him, fearing that when he declined one of them it would be set down as a slight.

Not far from the Southgate plantation resided Miss Estelle Martindale. Her father was supposed by many to be the owner of the plantation he managed. He had married its owner, who had died and left him with a little girl, Estelle. Martindale had contrived to get into debt to his wife for a considerable sum, and she had made a will leaving him an amount equal to his indebtedness, bequeathing the residue to their daughter.



Estelle was about Adelbert Swift's age. She had inherited from her mother not only the plantation, but a practical nature, and was principally occupied in checking an impractical father, whose chief idiosyncrasy was to sink money. She had learned as her mother had learned before her that to save her property from being wasted she must keep it and her finances in her own hands. In managing her father she was very adroit. Nothing hurt his pride so much as to have anyone think that he was his daughter's employee. Consequently she always spoke of the plantation as his and consulted him about everything, though, matching her own good against his poor judgment, the consultation always ended in her views being carried out.

Swift, having been highly educated, made an impression upon Estelle Martindale. He found her particularly congenial, and she preferred him to any of the young men of her acquaintance.

When Albert Martindale noticed that an intimacy was springing up between Swift and his daughter he fancied he saw the end of his administration. He was not a bad man. Indeed, he was an honorable man, but it was impossible for him to contemplate with equanimity his daughter's marriage, since her husband must learn that his wife's father had no right in law to the plantation or its management. It is very easy for one to find reasons for preventing what is not to his interest and oftentimes to believe his reasons to be sound.

Martindale said nothing to his daughter about the prospect before him, but showed—he could not help showing—his antagonism to Swift. When they met, except at the Martindale home, he bowed to the young man coldly. In his home he would have scorned to treat any guest except, with an appearance at least, of cordiality. Estelle saw what was in her father's mind, though Swift did not.

What began between Swift and Miss Martindale with friendship developed into love. Swift called frequently at the Martindale home. Then came flowers, a sure sign that there were intentions. Martindale watched the process with disquietude.

Martindale, himself an ardent Southerner, had a friend, a Major Marston, who was much prejudiced against the North. Marston, meeting his friend one day, spoke of Swift's attentions to Estelle and asked if Martindale were going to give his daughter to a Northerner. This was the straw that broke the camel's back. Martindale made an evasive reply. But the die was cast. From that time he began to lay plans for breaking up the impending match.

He could not attack Swift on political grounds, for the young man had no political views. But Martindale must find some ground of objection to the man who, by marrying his daughter, would doubtless make an inroad upon his authority as manager of his plantation. It annoyed him that he could find no valid ground on which to base an opposition. Meeting his friend Marston again, he confessed the fact. There was nothing for Marston to do as his intimate friend but help him out. He covertly circulated a report that Swift was agent for a Northern abolitionist society.

When this report came to Martindale's ears he forbade Swift his house, giving the report as a reason for doing so. Swift denied the charge. Hot words ensued, and before Swift realized what had happened he received a challenge to mortal combat from the man whose daughter he was engaged to marry.

He was wondering what in the world to do when Estelle's quadroon maid appeared and handed him a note from her mistress. It appointed a meeting between him and her at the house of a mutual friend. At the time named he went to the place designated and found Estelle waiting for him.

"You have heard what has happened?" he asked.

"I have."

"Is there no possible way out of it?"

"Either you must resign me and leave here or we must find some expedient to head father off."

"How can he be headed off?"

"First, you must not be placed in a cowardly position. He would kill me as well as you if I should marry one who

showed the white feather. You must accept his challenge."

"What!"

"Be quiet. I have a plan for preventing the meeting or, at least, delaying it. And if it can be delayed long enough I may bring father to his senses."

"What are you going to do?"

"Perhaps it is better that you should not know. I may have to change my plan at the last moment. One thing you may be assured of—there will be no duel between you and my father. But he must not know that I am aware of his challenge. He would probably take measures to change the hour and place of meeting, and you would then be placed in a position to fight or be disgraced."

This ended the interview, Swift going to his own home. Estelle remained where she was till later that she might not be seen in his company.

The next morning the two principals and their seconds met in an opening in a wood not far from the Martindale plantation. The ground was being measured off when a horseman rode up and began to read something from a paper he held in his hand.

"Who are yo'," asked Martindale, "and what do yo' want?"

"I am the sheriff of this county, and I want either security or the money on your note of hand past due for \$2,000. The holder of the note is not willing that you should risk your life without first satisfying his claim."

"Nonsense!" cried Martindale, looking at the sheriff as though he would like to shoot him as well as his daughter's lover. "Yo' get out o' the way, and don't yo' interfere with a Southern gentleman vindicating his honah."

"Yo' can't fight, majah, without satisfying the claim."

"Can any of yo' gentlemen," said Martindale to the seconds, "relieve me of this unpleasant situation by taking up my note and holding it till I have settled with this man who has insulted me?"

No one present seemed inclined to take the risk.

Martindale stood looking upon those about him with wonder. That a man who was about to defend his honor should be

denied a favor like this was incomprehensible to him.

"Do you mean to tell me, gentlemen," he said, "that you deny me the means whereby I may proceed with this affair?"

His friends were spared the necessity of replying, for at the moment there came the clatter of hoofs and a man rode on to the ground in great haste.

"Major Martindale," he said, "are yo' about to engage in mo'tal combat, suh?"

"What is that to yo', suh?" was the reply.

"In that case I expect yo' befo' risking yo' life to satisfy a claim I have against yo' fo' \$376.45."

"And yo' too, Walker!" exclaimed the major reproachfully— "Has it come to pass in the South that a man cannot protect his household without first settling every trifling amount of indebtedness he has outstanding? Has a man's honah become of less importance than filthy lucre?"

"Yo' have my sympathy, majah. I have no desire to prevent this meeting. Give me security and I shall make no opposition to its proceeding."

Martindale looked crushed. Glancing from one to another of his friends he cried despairingly:

"Will no one help me out of this degrading position?"

"I will, father." The words were spoken in a woman's voice from behind a tree, and Estelle appeared leading a horse on which she had been riding. All looked at her astonished.

"My dear little girl," said the father. "I knew you would be sensitive to yo' father's honah."

"I will take up these notes on condition that you shake hands with Mr. Swift and consent to my marriage with him. He is about to buy the Venable plantation, and I shall go there with him, leaving you to take care of your interests here as you always have done."

Estelle put her arms around her father's neck and did not release him till he had given Swift his hand and consented to the marriage.

It was she who had informed his creditors of the risk he was about to take.

### A Kidnaping

BY MARTHA V. MONROE

Rudolf Kenyon at sixteen graduated from the high school of the town in which he lived. He was a bright boy and would have been glad to go to college, but his mother had done all she could for him, and it was time he began to do for her. Consequently he must go to work.

The graduating exercises were over, the pupils had been handed their diplomas, and Rudolf started for his home to tell his mother all about it. Leaving the main thoroughfare, he entered the quiet street in which he lived, having still half a dozen blocks to go to reach his home, when an automobile that was being driven in the direction he was walking stopped at the curb a few yards ahead of him, a man alighted, took him by the arm and forced him into the car. Rudolf was physically no match for the man and offered little resistance. Once in the car he was powerless to call assistance, for it was a closed vehicle, and his captor at once drew down the curtains.

That he was kidnaped to be held for ransom did not occur to the boy for several reasons. In the first place, the man who had taken him was a mild mannered person, with no resemblance to the class of common kidnapers. In the second place, kidnaping was associated in Rudolf's mind with little children, too young to serve as effective witnesses against their captors. Thirdly, the man told him in a reassuring voice that he would be at no discomfort whatever. As they drove along he asked Rudolf a few questions.

"Do you remember your father?"

"No; he died when I was a little child."

"Has your mother ever spoken to you of him?"

"I don't remember that she has."

"And you have never had the curiosity to ask about him?"

"Indeed, I have, but have not done so because to mention him always gives my mother pain."

The man paused in his questions and seemed to be thinking. Then he asked another:

"Have you ever gathered from your mother or any one else that your father while living acted in a reprehensible manner?"

"No one has ever talked to me about him. The impression that I have received from my mother is that she mourned him as any widow would mourn her husband."

This seemed to produce a decided effect on the man sitting beside Rudolf. Again there was a pause, at the end of which came another question:

"Then you have never heard your mother say that your father was a bad man?"

"Certainly not."

The man seemed to be profoundly moved. He attempted to take the boy's hand in his, but Rudolf drew away, and his captor did not renew the attempt. They were some time in the car, at the end of which they turned into the grounds of a handsome house, and the car drew up under a porte-cochere at the end of the porch. The man got out and beckoned Rudolf to follow him.

"Come into the house with me," he said to the boy. "I have something to tell you. If after you have had plenty of time to consider what I shall say to you you wish to go home you will be sent there."

This not only caused Rudolf to feel easy, but by this time his curiosity was excited to learn something about this man who had asked him questions about his father and had kidnaped him on the very day he had been graduated from the high school. On entering the house a maid appeared, and the man told her to show the boy to a room and he was to come down to luncheon in half an hour. The maid did as required, speaking kindly to her charge and showing him every attention. The time did not seem long before she informed him that luncheon was ready. On going down stairs he found his captor in the library. Rudolf, as far as he had noticed the man's appearance, had done so regarding him as an enemy. Now that this feeling had worn off he was surprised to see a gentleman who gave evidence of refinement. He led the boy into the dining-room, luxuriously furnished,

and a butler stood ready to serve the luncheon.

"I shall not eat anything," said Rudolf, "till I have had an opportunity to send my mother a message."

"That you may do. Has your mother a telephone?"

"No, but our next door neighbor has one, and we are permitted to use it."

"Show him the telephone booth," said the host to the butler.

Rudolf went to the booth, called for his mother and found her much worried at his failure to return to her after the school exercises. He gave her a brief account of what had happened, finding her an excellent listener, but when he asked her for her views as to who his captor might be and what were his intentions he found her uncommunicative. As soon as he told her he had been promised that after he had listened to what the stranger had to say and had time to consider it he might go home she seemed much relieved and told him not to try to escape, but await further developments.

On leaving the telephone Rudolf found his captor-host waiting for him in the dining-room, and the two sat down to such a luncheon as the boy had never tasted before. While they were eating, the gentleman talked, but not about what Rudolf wished to hear—an explanation of this strange captivity. He asked Rudolf what he proposed to do now that he had left school, and when Rudolf told him that he was going to hunt for a position in business the other shook his head.

"You will never succeed in business," he said.

"Why do you say that?"

"By the shape of your head and the expression of your face I judge that you were born for an intellectual career. How would you like to go to college?"

"Oh, I should like that above all things. But I can't. Mother has done everything for me up to this time, and now that I am nearly a man I must begin the work of taking care of her."

The host seemed to wince at this and remained quiet for a time. Then he continued:

"If certain arrangements can be made

which I shall propose to you, will you go to college?"

This quite took Rudolf's breath away. For one year during which his mother was ill she had been obliged to put him in a store as errand boy. This had given the natural distaste there was in him for business an opportunity to crop out. The bare idea of going to college filled him with delight.

"Where will the money come from?" he asked.

"I will furnish that."

Rudolf, though intent upon knowing more, thrust back the next question that was on his tongue and applied himself to a delicacy which the butler served him.

When the luncheon was finished his host led him to the library, pointed to an easy chair, then seating himself in another, said:

"Rudolf, your father is not dead; he is very much alive."

The boy started, then sat looking at the speaker, waiting hungrily for more.

"He came to America from England about twenty years ago. He was the son of a nobleman, and in that country they have what they call a law of entail, which settles the family estate on the oldest son. Your father was the second son. He came to America, met your mother, who was then a beautiful girl, fell in love with her and married her. After you were born, his father in England sent for him to come back—without his wife—and a proposition would be made to him. He accepted the invitation. His father told him that his older brother had received an injury while hunting from which he would never recover. If your father would remain in England, divorce his American wife and marry among his peers in England he should be put in possession of the title and estates. Your father after much persuasion wrote your mother of this proposition. She consented to it and obtained a divorce on the ground of desertion. Your father married again, and his wife died childless a year ago.

"These are the bare facts. I shall neither try to excuse your father nor to condemn him. That I leave for your

mother to do. I will say, however, that he condemns himself bitterly."

"Where is my father now?" asked Rudolf, wondering.

"Here; I am your father."

There was a pause, after which the boy asked why he had been kidnaped.

"I came to America to make amends for what I have done. Your mother can best be made to forgive me through the one she loves best—her son. I desired to tell you the story in my own way and send my supplications for forgiveness to her through you. You are free to go back to her this afternoon and ask her if she will receive a visit from me."

Rudolf sprang to his feet. "I will go now; I am sure she will do as I wish, and I wish that she shall forgive you."

The car was ordered, and the two went hand in hand to the porte-cochere. There Rudolf threw his arms about his father's neck, kissed him and was carried away.

When Rudolf reached home his mother asked him to give her a couple of hours of quiet thought in her room and then she would give him her decision. For awhile she found it hard to conquer rebellious feelings against the husband who had deserted her, but memories of her early happy married life softened her heart.

Rudolf went back with a favorable reply. He remained at the house his father had temporarily taken during his stay in America while his father went for an interview which the boy hoped and prayed might bring a family reunion. During the time that he was left alone he was treated with every attention by the servants, but so great was his impatience to learn what might be the result of the interview between his parents that he found no enjoyment in the luxury by which he was surrounded. On the third day after his father's departure the car pulled up under the porte-cochere. Rudolf ran out eagerly. His father alighted, then—heaven be praised—handed out his mother. Rudolf ran to her, and she caught him in her arms.

What further explanation the boy re-

ceived was given by his mother. The pair had just been married a second time and were to live together. The husband and father was now Earl of Edgerton, and the son was heir to the title and estates.

### The Duke's Daughter

BY THE BARONESS VON HUTTEN

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#### I

The train had stopped again, and Wickham, rubbing the moisture off the window with the dingy curtain, looked out into the night.

Wickham shuddered and drew back into the shabby comfort of his second-class carriage.

"Karlsruhe, probably," he thought as the noise of banging doors announced a speedy departure.

It was too dark to read. Wrapping his rug well about his legs, he leaned back again and closed his eyes. Then just as the train started the door of his compartment was opened, the light from a lantern flashed across him, and a woman, vigorously helped forward, stumbled into the place opposite him, and a worn bag was dumped by a porter directly on his foot. As if that were not enough, the owner paid no attention to his discomfort, but sat immovable in her place.

Wickham was annoyed. He disliked being the only other person in a compartment with a woman, and this one, judging from the shabbiness of her wet brown skirt and the cotton gloves on her limply folded hands, was utterly lacking in even the small charm necessary to reconcile a cross man to the bore of opening and closing windows and arranging another's hand luggage.

Ignoring the small bag at his feet, he watched the blurred lights of the city until they were swallowed up in the darkness. Then, closing his eyes again, he tried to find his way back to the comfortable half sleep that had soothed him since he left Mannheim.

But he could not sleep. The presence of his neighbor, still as she sat, made him nervous.

Lifting the bag, he put it on the seat

beside her, but still she did not move. And then as the train rushed around a sharp curve she fell helplessly sideways. Her hat, crushed into the angle of the head rest, fell back and revealed her face in the feeble light.

"Good heavens!" said Wickham. The girl—for she was not more than four or five and twenty—lay silent and still.

## II

Wickham stared at her for a few seconds. Then digging his flask out of his bag, he sat down by her, balanced her limp body as well as he could in the wanton jerkiness of the train and poured a few drops of the fluid into her mouth.

It seemed hours before a little color came back into the pale face and the sunken eyes opened.

"Danke schoen," she said presently, drawing away from him. "Forgive me."

"Good heavens, I have nothing to forgive," he answered with a vehemence that he vaguely recognized as quite uncalled for. "If I hadn't been a brute I'd have seen at once that you were ill."

"Oh, I wasn't ill! I wonder whether, as you have been so kind, you would let me have a little more. Most of what you gave me went—outside."

"Why, you are English!" Wickham exclaimed, handing her the flask. "How strange! You'd better drink out of the flask, the train shakes so."

"Thanks. Yes, I am English," she said, while he watched a wave of brilliant color sweep up her thin cheeks. Then, to his disappointment, she closed her eyes, and he dared not speak again.

Her hands, bare now of the disfiguring gloves, lay loosely as before, and he saw that, though painfully thin, they were white and slim.

Then she opened her eyes.

"Don't be frightened," she said, trying to smile, "but I am dreadfully afraid I am going to—to do it again."

"Oh, for heaven's sake, my dear young lady, don't! Take some more brandy."

She waved the flask away. "No, no! I"—Then suddenly she added, speaking very fast: "The truth is I am not ill; I am only hungry. If you happen to have"—

## III

Catching the look in her face as she tasted the meat in the sandwich he thrust into her hands, he fled to the far end of the compartment and stood with his face to the wet window, positively sick with pity.

When she called he found her folding the paper about the remaining sandwiches. "I ate two," she said, with a little shamed laugh, "and—shan't try to thank you. I suppose you never were hungry?"

"No, I was never hungry," he returned, feeling himself an unmitigated brute. "I was never hungry in my life."

"Your people are dead?" he went on. The train was drawing into the Stuttgart station, and he saw in the electric light the half-defiant expression of her face as she answered.

"My father is alive," she said.

"Then I'd like to punch your father's head."

"Yes? My father is the Duke of Tarbolton."

"The Duke?"

"The Duke of Tarbolton. Have you ever heard of the Tarbolton vein? Well, there it is."

She held out her left hand and by some slow twist of the muscles moved a big vein on the back of it nearly an inch out of its place and back again.

Wickham had heard of the family peculiarity and nodded. "Extraordinary!" he said perfunctorily. "But"—

"Oh, my mother wasn't a duchess. Don't be overwhelmed. She was a farmer's daughter, and she believed in him."

"Scoundrel!"

The duke's daughter shook her head impartially.

"He wasn't so bad. He was very young, and—he cared for her. He had me educated, and mother lived in a house of his till she died. I'm not complaining at all."

"And what are you doing over here?"

"Governessing—nursery, you know. A very nice family, but I couldn't stand the governess of the elder children. She was too arbitrary, possibly, to suit my ducal blood."

The bitterness that suddenly came to

her voice stung Wickham unreasonably."

"So you left?" he went on at length, with an effort.

"Yes. I got a place at Frankfort. They were very kind to me, but one of the sons began making love to me"—

"And then?"—

"And then I went to Darmstadt to answer an advertisement. They wouldn't take me, so I spent the last of my money on a ticket to Munich. The Ferrises are there—my first family—and perhaps they'll take me back."

"If they don't, what will you do?"

"Oh, I don't know. I will have to plan to find another position."

"Why not allow me to lend you some money till you find one?"

The look that flashed over her face and her emphatic but courteous refusal showed him how useless it would be to pursue the subject.

#### IV

At Ulm Wickham got out and secured some bread and sausage sandwiches and coffee.

When he went back to the compartment, balancing her cup carefully, he found her awake, her eyes heavy, one cheek wrinkled with sleep.

"Oh, how good of you!"

As she took the cup from him her hand touched his, and they both started.

"How soon do we reach Munich?" she asked hastily.

"Not until 7 something. Are you so impatient to get rid of me?"

"I didn't mean that. You have been so good."

He shook his head. "No, not good. But you are so lonely, and I too"—

"Are you lonely?"

"I have been lonely all my life, but—I have never been so lonely as I shall be when you have gone."

She looked at him thoughtfully. "Isn't it strange? We have known each other only a few hours"—

Wickham's heart gave a leap at what she did not add. "That makes no difference, does it?" he asked.

"I suppose not."

"My name is Robert Wickham. What is yours?"

"Mine is Percy Lane."

"Ah!"

"Yes; she named me for him."

"It is a sweet name—Percy. I draw for some of the illustrated papers, not fancy pictures, but scenes and things they need to illustrate articles."

"Our Special Artist!"

"Yes. I am no genius, but I work carefully and am tolerably well paid. I was ill in the summer and have been having a holiday. I am thirty-two years old."

The girl watched him dreamily. "And I am five and twenty."

"If—the Ferrises take you back you will stay in Munich?"

She shook her head. "No. They are going to Italy for the winter. I am sorry."

Wickham had forgotten his determination to be wise and, leaning over, laid his hand in hers. "Would you like to see me again?"

"Yes. Oh, yes! You have been so kind."

"Do you like me a little?"

"Yes."

"Look at me," he went on a trifle breathlessly. "I like you, Percy, much more than a little. Do you think you could ever like me as I do you?"

"Oh," she said, "please don't!"

Then she drew the shabby curtain before her face and pretended to look out into the breaking day. Wickham cursed his own idiocy, and an hour passed before either of them spoke again.

Then he said rather roughly: "Miss Lane, we are almost there, and you will need all your strength. Eat the other sandwich."

She obeyed in silence.

"Do you know where the Ferrises are stopping?"

She shook her head. "No; I only saw their arrival announced in a paper."

She tugged at the window as she spoke, and it slammed down, letting in a rush of cold morning air.

Wickham looked at the glint of the early sun on her straight, thick hair for a moment and then, pouncing on her suddenly, held her close for a moment and kissed her.

"What nonsense!" he cried jubilantly. "I need you, and you need me. I love you, and you are going to love me. The sun's coming up, and tomorrow we'll be wed in London, you and I, dear!"

She tried to protest, but she couldn't. The truth and the joy in his voice overpowered her. He kissed her again as the train rumbled into the dark Central Bahnhof, and then, very tenderly, he helped her out into the cold, dingy day. And neither of them saw that it was cold and dingy.

### The Mocking-bird—Mimicker and Songster

BY LOUIE A. HODGES.

South of Mason and Dixon's Line the mocking-bird is one of the best known of feathered songsters. He is not superior in a numerical sense, however; nor yet is he conspicuous in appearance—though it must be admitted that in flight the white in his wings flashes like bands of snow—but prominent recognition is gained for him by reason of his very prolific song.

He is indeed well named the "mocking" bird. Nevertheless, his powers at mimicry are, in popular imagination, much exaggerated. In the role of the "mockers" he confines himself generally to imitating the call, or the song notes of the more familiar birds, such as the cardinal, bob-white, flicker, blue jay, whippoorwill, Carolina wren, titmouse and bluebird. The song of the cardinal he imitates more nearly perfectly than that of any other bird. But even at reproducing the cardinal's song he cannot deceive an experienced ear.

The element which betrays the mocking-bird in his mimicry is that of impatience, sometimes arrogant, haste to get through with the borrowed notes; to cast those notes aside as something foreign—but as something, nevertheless, which he could, if he would, infinitely improve upon in the matter of harmonious utterance. Indeed, in his handling of the songs of his neighbors, he seems to exhibit the spirit of the real mocker—the scoffer, if you please; though he does this with a naivete that half atones for the rudeness.

In the spring of last year a pair of

mocking-birds made their nest in the bunchy top of a honeysuckle which grew on the lawn a hundred feet or such a matter from the house. The first evidence brought to mind that the "mockers" were building near by, or that they were contemplating making their home in the immediate vicinity, was the astonishing gymnastic antics (vocal, as well as physical) to which the male bird was treating himself. Indeed, he seemed fairly beside himself. Winging his way through the bright sunshine, he would shake from his throat the most animated music. Alighting then, he again would recklessly pour forth his medley harmonious. Then of a sudden he would bound upward straight into air, displaying the while his white markings, and singing with such bubbling vehemence that almost I believed his song too effervescent—much, much too effervescent; inasmuch as the ebullient force of the escaping notes was that which carried him upward, upward in spite of himself! And almost I breathed relief when, the next moment, I witnessed that gravitation, happily reasserting itself, was drawing the insane bird flutteringly down again!

It was not, however, until three days later that I surprised the birds at carrying twigs into the honeysuckle. The greater part of this labor was being done by the female, though the male condescendingly assisted—sometimes. But the work progressed again, and in a very few days the compact nest was completed.

Five eggs were laid, and brooding period began. And now it was that the music-wild spirit of the male mocking-bird broke all bonds. From dawn to dusk the spring air rang with the most reckless song. Other birds' song notes he used with hilarious abandon. The vivacious notes of his own song he volleyed forth—winging and singing, fluttering and fluting—like a music box gone mad.

But it was of nights that the mocking-bird did his best singing. For it was then that he sang only his own songs; and the bewitching melody drifted, sifted through the moon-lit darkness like enchanted strains from a choir invisible. I have always fancied the mocking-bird a bit vain—have thought his daytime songs



expressive of that vanity. But his songs of night—naught of the vain is expressed in them. There is indeed in the mocking-bird's nighttime song naught to be found save melody, melody, melody—melody sweet with raptures that have been, wild with ecstasies that shall be.

Time passed, and came a day when I guessed that important events had happened in the nest in the honeysuckle. The mocking-birds were nervous and a bit ruffled as to temper. They flew scoldingly about. They hurled themselves at a prying blue jay with such malignant vigor that the meddling old fellow cried out in surprised fright and made off in a very undignified haste. Aye, and important events in truth had happened, for there in the nest in the honeysuckle were five morsels, with mouths of unseemly size and with aspect panting and pink!

But their mouths were made for a purpose; within the next two or three weeks innumerable bird titbits did they devour. And they grew at pace Brobdingnagian. Two score days had not gone by before the young "mockers" forgetting the nest in the honeysuckle, were chasing each other through the treetops like school children playing at "tag."

They were a happy family—the mocking-birds; and until the approach of winter they remained happily together. But with the scattering of autumn leaves the family separated.

The male parent remained, however; for the mocking-bird does not, except in the very local sense, migrate. Near at hand stood a persimmon tree, loaded with its golden fruit. To this tree repaired the mocking-bird four or five times each day, regaling himself contentedly. But with the coming of Christmas the fruit of the persimmon had disappeared; and the mocking-bird had retreated to the brookside, a half mile away, where the fruit of the haw, red and shiny, grew in clinging abundance. There, throughout the rest of the winter, the mocking-bird remained, dining upon the red berries of the haw, or upon the white berries of the mistletoe—great clusters of which greenly bedecked the elms.

And, when the sun shone, I sometimes

heard the mocking-bird's song by the brookside—a song low and subdued, but a song withal that was very happy. For the singer of it seemed to know that Spring was waiting—just over the southern hills yonder.—*Our Dumb Animals.*

### The Gibson Robbery

BY CLARISSA MACKIE

"Mr. Harley?" inquired the white-haired, elderly man, stepping into the private office of the junior member of the law firm.

"I am Rogers," said that young man, courteously. "My partner, Mr. Harley, has not yet returned from lunch. Did you wish to see him particularly?"

"No. Either one will do," returned the other hastily. "I was directed here by my friend, Dr. Brown. He gave me to understand that your firm did a little detective work now and then."

"Hardly that," returned Rogers, placing a chair for his client, and regaining his own seat, "but in the course of our practice we have chanced upon a number of curious cases that we were fortunate enough to unravel. As a matter of fact, we are rather fond of that sort of thing, although it is not a branch of our business."

The visitor frowned thoughtfully for a moment and then looked sharply at the young lawyer.

"In spite of what you say, perhaps I can prevail upon you to undertake a delicate matter for me. It is in the line of detective work, but it requires unusual tact, something that the average detective does not possess. This is not the mere shadowing of a suspected party. It is an endeavor to find a thief among a group of people none of whom could possibly be guilty of theft." He leaned back and smiled at Rogers' look of dismay.

"Tough proposition, eh?"

"Rather. It sounds interesting. Without consulting my partner I'll say that we will take it up as a recreation after business hours."

"Done!" returned the visitor heartily. Drawing a cardcase from his pocket, he laid a bit of pasteboard on Rogers' desk and leaned back in his chair.

"My name is Gibson—James Addison Gibson," he said, nodding toward the card, "and my house was robbed last evening of \$10,000 worth of jewels."

Rogers sat up in his chair and listened intently.

"It happened at my country home at Shorecliffe. My wife and I were entertaining six friends from Manhattan, all people of refinement and impeccable honesty."

"During the evening Mrs. Gibson mentioned that she had just received a necklace of diamonds as a birthday gift from me, and she brought out the jewel case and displayed the necklace to her friends. It was greatly admired, and I was about to close the case and replace it in my safe in the library when both my wife and myself were summoned to the telephone by an urgent message."

"Was the message really an urgent one?"

"It proved to be an error. There was some mistake about the number, and the Mr. and Mrs. Gibson called for were really my brother and his wife, who lived over on the East road."

"So your absence from the room was really unnecessary?"

"So it appears."

"Did any one enter or leave the room during your absence?"

"I cannot find that anyone remembers. I have questioned the servants, and all are unanimous in the protest that they had not entered the room that evening."

"Who brought the message from the telephone?"

"Pun Shah, my Hindu butler."

Rogers was silent for a long time, and then he asked one more question.

"Did Pun Shah enter the room when he called you and Mrs. Gibson outside, or did he stand in the dootway?"

"He merely stood in the doorway and gave the message."

"May I have the names of the six guests who were present that evening?"

Mr. Gibson nodded.

Rogers drew forth a pencil and notebook. "Please give a brief description of each one as you mention the name, not forgetting to give me the chief characteristics that mark each individual."

"First, there was Rodney Stone, the poet, a dreamy young chap, with his lovely wife, who is quite content to shine in the reflection of his glory."

"Then came Dr. Latimer, a brilliant physician, now driven to death with an immense practice. If he keeps on his present pace without cessation from work he will end in a madhouse. Besides Dr. Latimer, there was Mme. Finelli, the prima donna, who, as you no doubt have heard, possesses an emotional temperament as well as a wonderful voice. Last of all were the Huxfords, father and son, busy Wall street men, almost too fagged out to recollect what the necklace looked like five minutes after my wife had displayed it."

"Those were the six persons who were alone with the jewels?"

"Yes."

"And they were all unanimous in saying that not one person entered the room during your absence?"

"Yes, although it is singular that Mme. Finelli and Mrs. Rodney Stone both declare that Pun Shah stood in the doorway for a moment and regarded the company rather strangely for a few seconds. Mme. Finelli resented the impertinence and made a gesture of dismissal. After that the man vanished. As a matter of fact, Mr. Rogers, not one of my six guests can recollect the topic they were discussing when I entered the room and discovered that the diamonds were missing."

"Now, what am I to do? The case is a singular one, and I do not care to call the police into the matter, although the loss is a greater one than I can afford to withstand. The gift to my wife was rather an important matter financially." He smiled ruefully.

Mr. Rogers put up his notebook and donned his hat.

"Where is Pun Shah now, Mr. Gibson?" he asked.

"Down at Shorecliffe, I presume. He was there at noon when I motored up to town."

"Can you take me to Shorecliffe at once?"

"Certainly; my car is at the door."

Rogers dictated a brief message for his

partner and left the office with Mr. Gibson. In five minutes they were spinning toward the Thirty-fourth street ferry to Long Island City.

Shorecliffe was a handsome estate on the north shore of the sound, and Mr. Gibson and the young lawyer reached the gates within an hour after leaving Rogers' office.

A grave-eyed Hindu in snowy turban admitted them to the house, and Rogers was conscious of a peculiar sensation along his spinal column as he met the man's piercing glance.

He felt in that moment that Pun Shah knew the reason for his coming as well as many other things that he would not divulge.

He followed his host into the library and listened intently while Mr. Gibson pointed out the table where the jewels had lain during his absence at the telephone. The table was between two French windows that opened upon the front veranda.

"Were the windows open last evening?" asked Rogers.

"They were both closed. It was chilly and we were enjoying a fire on the hearth."

Rogers was silent for a long time. His eyes wandered from one spot to another. Once they glimpsed the corner of Pun Shah's snowy turban outside the door, and again he was sure that the man's jetty eyes were regarding him from a heavily beaded curtain that separated the library from a smaller adjoining study.

"Well, Mr. Rogers, I am wondering if you exonerate all my friends. My theory does not permit of suspicion pointing to one of them," remarked Mr. Gibson at last.

My theory, Mr. Gibson, is that all your six guests were accessory to the deed."

"What? My dear sir"—

"Wait a moment, sir. I did say that they were accessories to the deed, but it was quite unconsciously so on their part. Have you several strong men on the place, men whom you can trust?"

"Yes. There is Baker, the gardener, with his assistants, besides my chauffeur and the second man, four altogether. Why, may I ask?"

"Please summon them to this room, and

after that," continued Rogers in a low tone, "have the man, Pun Shah, sent in."

Mr. Gibson smiled grimly. "So that's it, is it? I couldn't see how the rascal had a chance. Excuse me, if you please, while I send for the men."

He left the room and Rogers waited there alone. Presently he heard a stealthy footstep behind his chair and a hot breath on his neck. He jumped just in time to escape the wicked knife of Pun Shah, whose dark face was convulsed with anger.

Rogers had whipped out a revolver, and so the two were standing facing each other when Mr. Gibson returned with his four servants.

"What is this, Pun Shah?" demanded his master quickly, but the man only bowed his head in silence.

"Your man was about to kill me," said Rogers coolly, "because I have discovered that he is the one who stole your diamonds."

"Is it possible? Pun Shah, what have you to say?"

The Hindu fastened a look of deadly hatred on the young lawyer and, snatching off his turban, drew from its folds the string of diamonds that had so mysteriously disappeared. He flung the ornaments on the floor at his master's feet, and with a swift, gliding movement vanished from the room.

No one made a movement to follow, and an instant later they saw the flicker of his white turban as he disappeared down the driveway.

Mr. Gibson dismissed his servants with a gesture, dropped the string of diamonds in his coat pocket, and faced Rogers.

"How did you fasten the crime upon Pun Shah so quickly? I had evidence that no one saw him enter the room, and"

Rogers put up a hand. "It is easily explained. Your butler possesses unusual hypnotic powers. He simply hypnotized the six guests in your drawing room, took the diamonds from beneath their noses and disappeared. They might have been puzzled by the incident which made them accomplices in his crime, but they were quite innocent of any wrongdoing. In fact, they didn't know what had happened after he left the room."

Mr. Gibson sat down and drew his check book toward him.

"This is such a gratifying exhibition of your cleverness, Mr. Rogers, that I must show my appreciation in a substantial way. Here is a check for \$1,000. Shall I make it out to you personally or to your firm?"

"To Harley & Rogers," said the junior partner dizzily. "Harley ought to have something to make up for losing the fun of this job."

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### The Ghost of Alvin

BY CLARISSA MACKIE

The two members comprising the law firm of Harley & Rogers glanced quickly at each other when their strange client repeated his question.

"Do you believe in ghosts?" he asked insistently.

Bob Harley twisted his dark mustache and frowned. "To tell you the truth, sir," he admitted, "all the ghosts I ever met turned out not to be spirits at all."

"And you, sir?" said the old man, turning to Jack Rogers.

"I, too, am skeptical," he confessed pleasantly.

The old man was thoughtful, his thin white hand stroking his cleanly shaven cheek. Suddenly he lifted his snowy head and said with decision, "Perhaps it is best that you do not believe my story—that you do not believe in ghosts—for my experience appears absurd in the face of common sense.

"My carriage is below, and if you can accompany me to my house in Washington Square I can better tell my story on the very scene where the ghost has walked. Can you spare the time now, gentlemen?"

A glance at their engagement books assured the young lawyers, who mingled a little detective work with their law practice, that they might spare a couple of hours on this bright May morning; so, leaving the office in charge of their one clerk, they donned their hats and followed old Donald Boyce to the elevator.

A handsome closed carriage stood before the door of the building, and a coachman and footman in plum-colored

livery came to attention as the three men crossed the pavement.

"Home, Jacob!" ordered Mr. Boyce as the footman slammed the door.

Ten minutes later they were standing in the elegantly furnished drawing-room of an old-fashioned mansion.

"If you will come into my library," suggested their host as he led the way into an adjoining room, where the walls were lined with books to the very ceiling, and where the furniture was of the same massive style as that in the drawing-room. "Here," he said quietly, "is where the ghost of Alvin walks."

"The ghost of Alvin!" repeated Rogers amazedly.

"Who was Alvin, sir?" asked Harley practically.

"Alvin Boyce was my only brother, who lived with me here for fifteen happy years after our parents died. Then we quarreled because we both loved the same girl, and Alvin went away and left me alone." His head drooped despondently as he spoke.

"But may I ask if you married, Mr. Boyce?" inquired Harley gently.

"No. Our quarrel was in vain. The girl did not care for either of us and married another man. The bitter words that Alvin and I hurled at each other still ring in my ears. I said things to him that I am sure he never forgave, for he did not have time to cool down before the ship on which he sailed to Japan was lost with all hands. That was twenty-five years ago.

"I have lived here alone with my servants ever since then. My only pleasures have been in travel and in my books. I am rich, and I am lonely, and I have sometimes feared that Alvin's ghost is merely a figment of my own fancy, conjured up by my constant thoughts about him."

The young lawyers exchanged a quick glance of sympathy. Then Harley, the more practical member of the firm, asked their client for a detailed account of the mysterious appearance which he called "the ghost of Alvin."

"I first noticed it three months ago," began Mr. Boyce sadly. "I was sitting in this chair facing the portrait of my brother, and I was thinking about him,

regretting the estrangement that resulted in his death, telling myself how happy and contented we could be now, even old men, if we were together.

"I was thinking thus and gazing into the glowing masses of the coal fire which illumined the room in a dull red glow. I had extinguished the lamps, for I am fond of the firelight. As I sat there I heard the great clock in the hall slowly chime the hour of midnight.

"I closed my eyes wearily and opened them again to see the form of my brother Alvin standing in the corner yonder, there in the angle by the fireplace. I recognized him at once, although his hair was as white as my own. He was gazing at me with such remorse in his eyes that involuntarily I stretched out my hands to him, and he instantly vanished."

"What was your object in seeking our advice if you are convinced that it really is the ghost of your brother?" asked Harley gently.

The old man looked up eagerly. Yet, when he spoke, it was timidly, as if fearful of ridicule; "I wanted to be sure—sure—positive that it was Alvin and not a hallucination. I have heard of you and your cleverness in unraveling mysteries; and so I have appealed to you. Will one or both of you join me next Sunday evening and wait for the coming of my brother Alvin?"

"With pleasure," agreed Harley.

As they rose to take their departure Jack Rogers surveyed the large room with speculative eyes that roved from the rich bindings in the bookcases that lined all the walls save the south wall where the fireplace was.

"May I ask what is on the other side of that wall?" inquired Jack suddenly, pointing to the fireplace.

"The house next door," returned Mr. Boyce promptly. "It is empty now and has been for a year or so. It belongs to me—in fact, I fell heir to it when my brother died. It is much out of repair, and I haven't had the heart to put it in order again. Let it fall to pieces, even, as I am doing!"

"Thank you," said Jack Rogers quietly as they bade good afternoon to Mr. Boyce.

Promptly at 9 o'clock on Sunday evening Robert Harley and John Rogers were ushered into Mr. Boyce's library. He came forward to meet them, looking very animated and smiling.

"I suppose you boys think I'm half cracked," he remarked as they drew around the fire, "but wait and see!"

"No, no, sir," assured Jack Rogers heartily; I'm sure that we shall find there is excellent foundation for your belief that your brother has appeared to you."

"I'm sure I hope your predictions will come true," said Donald Boyce.

The hours passed swiftly. Mr. Boyce had a fund of anecdote to draw upon, and after a servant had served a delicious cold supper on a table drawn close to the fire they lighted cigars and sat back waiting for the striking of the midnight hour. The servants retired, and the house grew still. Now and then from the street outside came the muffled rumble of wheels. Now and then a coal snapped in the grate. The three men fell into silence. Each one was watching that dim corner by the fireplace for the coming of Alvin Boyce.

Just as the clock in the hall struck the first note of midnight Mr. Boyce stretched out his hand and extinguished the electric lamps, so that they sat in a half circle of red firelight. As the last chime died Donald Boyce leaned forward and clutched Bob Harley's arm.

There was no need to point toward that corner, for all three of them were staring hard at the tall, bent figure that appeared for an instant in the deep shadow of the angle of the fireplace. As if aware that alien eyes were watching it, there came a flash of white, and the vision vanished.

"Ah, he has gone! Did you see him?" demanded Mr. Boyce all in one breath.

The two men nodded, Harley rather helplessly, for he was not accustomed to dealing with spirits. But Jack Rogers surprised his companions by reaching the corner in three quick strides. "Please turn on the lights, Mr. Boyce," he requested, "and then come here."

They found him with his hand on the glass knob of a narrow door that opened into a chimney cupboard. The outside of

the door was stained to match the dark mahogany woodwork of the room. As Jack opened the closet door he tapped the white painted panels of the inside of the door.

"The cupboard is empty," said Mr. Boyce patiently, for he did not approve of this search for the gentle ghost of his loved brother.

"I know it is now, but a moment ago it had an occupant," said Jack rapidly. "Please follow me, Mr. Boyce, and do not be surprised if you meet your brother—in the flesh—for it may be that he never died."

Without further explanation he pushed back on the tier of empty shelves, and his companions were surprised to see them swing back into space, leaving an opening through which they followed Rogers into what appeared to be a closet that matched the one they had just left. A long rod of light appeared through a partly opened door. Rogers pushed it wider and beckoned to his companions to look into the library of the house next door.

There before a table in a scantily furnished room sat a tall old man. His head was bowed on his folded arms.

"It is your brother Alvin," whispered Jack Rogers as he pushed Donald Boyce into the room. "I have investigated. He was not lost at sea, and after many years he has returned to be near you. He feared your anger. There! He is stirring. Go to him, and be happy the rest of your days."

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### A Vision

BY F. A. MITCHEL

"Are you ill, sir?"

I looked up dazed. I made no reply, for I was engaged in getting my bearings.

"This is the Tower?" I asked presently.

"Yes, sir."

I was sitting on a bench in an open court in the Tower of London. Before me was a piece of pavement different from the rest, some fifteen or twenty feet square, and in its center a plate on which was an inscription. I remembered being the evening before in the quarters of one of the tower officials, and that was all. How I came to be seated on the bench in the

early morning I have never to this day fully determined. At 11 I had started for my lodgings in Oxford street, but I could not remember going there. One of the Tower attendants, commonly called "beef-eaters," had roused me.

If how I came to be there is a mystery, what I saw there is still a greater one. I had been sitting a long while. Of that I was fully conscious. Whether it was night or day I have no recollection, but the scene I witnessed seems to me to have been enacted in the day. My first remembrance is hearing shouts of "Long live Queen Mary!" but they seemed to come from without the inclosure. Within a few persons hurried by silently, as if in preparation for some momentous event. They were all serious, and one or two of them were in tears.

Then I was conscious of a number of persons sitting with me about the square bit of pavement, though the seats on which they sat were of rough hewn wood. The men wore trunks, hose, doublets and hats decorated with feathers, the women stomachers and large ruffled collars. Covering the square place on the pavement I have mentioned was a platform on which rested a rectangular block of wood about two feet high and hollowed at the top on both sides. Beside it, leaning on a huge ax, was a tall figure in tight-fitting costume. Those about the platform, which was plainly a scaffold, wore serious countenances. Without the Tower inclosure I heard sounds indicating commotion: "The duke's finished; death to all traitors!" A man sitting next to me whispered to another, "It's all over up on the hill."

A horror crept over me. I would gladly have gone away, but had no power to move. Looking down toward the other end of the court where there were buildings for dwelling purposes, I saw a lovely apparition at a window, a young girl apparently from seventeen to twenty years old. At the same time I heard the rumbling of a cart. Two young girls attendant on the one at the window tried to draw her away, but she would not go.

"It is the body of her husband," I heard some one say. "He's been executed on Tower hill."

When the cart had passed there was an interval that my memory fails to fill, but the next scene was the opening of the door under the window at which the young lady had appeared, and she came out with an officer, attended by the two girls I had seen with her and a priest. She came toward the scaffold reading from a book and praying. When she reached the scaffold she ascended the steps with as much composure as if she were going to her chamber and stood waiting for silence. When it came she spoke to the people, but I have no remembrance of what she said. There she knelt, prayed and asked permission of the priest to say a psalm.

These religious features ended, she took off her gloves and her kerchief, which she handed to one of her maids, and loosened her gown. The executioner knelt before her and asked forgiveness for what he was about to do. The girl then tied a handkerchief over her eyes with her own hands. Groping for the block, she asked, "Where is it?" Guided to it, she knelt and laid her neck on it, saying, "Lord, into thy hands I commend my spirit." The last I remember was the ax swinging over her.

"Have you been sitting here all night, sir?" asked the attendant.

"I don't know. I have a vague recollection gradually coming back to me of having followed last night when I started to go home a figure dressed in singular costume."

At that moment my eyes rested on the plate in the center of the marked square. I saw the name Lady Jane Grey. I read that she, Anne Boleyn and Catherine Howard were all executed there. My horror of the night before returned. I rose and was staggering away when the attendant, putting his arm through mine, assisted me, taking me to the gate and calling a cab for me. I was driven to my lodgings, and did not leave them for a fortnight.

When I got out I had a longing to know something of Lady Jane Grey, but dreaded to bring back my experience of that gruesome night. After a few months had passed I mustered courage to read her life. I found events attending her execution the same as I witnessed in my

vision, my dream or whatever it was. Those who attended her at her death have testified to her serenity.

Years afterward in a gallery of a noble family of England I saw a portrait of Lady Jane Grey's husband, Lord Guildford Dudley. He was the man who led me to the place of the scaffold.

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### On the Edge of a Precipice

BY MARGARET BARR

No one could understand why it was that Helen Ayer, the wife of an excellent man and the mother of a lovely boy six years old, fell under the influence of Schuyler Quigley, with nothing except swagger and cheek to recommend him. When Quigley first began to pay attention to Mrs. Ayer her husband did not appear to notice it. The truth is he saw that his wife was drifting away from him and he dared not oppose her, fearing that by his very opposition he might bring about a catastrophe. If he permitted the matter to work itself out perhaps the wife and mother would in time tire of her new fancy and realize the danger to herself, her husband and her son.

But Quigley was so aggressive, so persistent, that Helen never got away from a certain dominating force there was about him long enough to recover herself. Finally Ayer decided to take action. Since they all belonged to the same set he had frequent opportunity to meet the man who was undermining his home. Their first meeting was at the house of a mutual friend, where a number of men were accustomed to play poker. Ayer's object was to begin a series of attempts to force a quarrel upon Quigley, concealing the true cause. The better to cover his motive at the poker party, he met Quigley cordially. But during the game he suddenly arose from the table, declaring that he would not play with a cheat, making it plain that Quigley was the man referred to.

Quigley, who was perfectly innocent of the charge, retorted. High words followed, and Ayer struck him. Quigley was prevented from returning the blow by the others, who protested against the

men fighting under the host's roof about a matter of cheating at cards, thereby bringing a scandal upon the house and the party.

This left Quigley not only under a disgraceful charge, but as having received a blow from Ayer that he had not returned. Under the regime of half a century or more ago, he would have been obliged to challenge Ayer or be cut by his friends. Living in the twentieth century, he was not obliged to do anything. He let the matter drop. He did not call at Ayer's house any more, but he met Mrs. Ayer when she went out on the

Ayer followed up his first attack on Quigley by telling a number of Quigley's friends that he (Ayer) had struck him and Quigley had not had the manliness to resent the blow.

The situation was not pleasing to any one of the three persons involved. Quigley represented to Mrs. Ayer that he was refraining from resenting her husband's insults on her account and begged her to vindicate him by securing a divorce and marrying him. She was distressed, feeling that this was due Quigley, but dread-



ENGINE MARIE, NO. 535, N. C. & ST. L. RY.

The only locomotive that was ever christened with prayer. Mr. Harrison, who christened the "Marie," is a member of the B. of L. E., Div. 207, having joined November 26, 1902, was converted while on engine 27 in Atlanta, Ga., April 17, 1906, seven years prior to the christening of the "Marie," and was for a number of years locomotive engineer on the W. & A. Division of the N. C. & St. L. Ry., under Superintendent Major J. L. McCollum. He now has an indefinite leave of absence from his position as engineer, and is a regularly ordained minister of a church at Nashville, Tenn.

street and at the houses of mutual friends. All he said to her about his trouble with her husband was that Ayer had accused him of cheating at cards and that every member of the party present had exonerated him of the charge.

And so it was that Russell Ayer, by trying to get rid of the man who was really his wife's worst enemy, and at the same time protect her good name, only made himself appear to her a very unjust and ignoble person. She thought that she was taking care of her reputation by never being with Quigley, except when others were present. But she found it difficult to live with one man as his wife and have a love affair—though devoid of criminality—with another,

ed to take a step that would separate her from her husband and her child.

One day Ayer met Quigley on the street. Each was walking with a friend. As they passed Ayer said loud enough for Quigley and his companion to hear:

"There goes a coward I am trying to make fight."

This was too much for Quigley, who turned and said, "Well, we'll have it out now."

"Very well," replied Ayer, "draw."

Taking a revolver from his pocket he raised it, cocking it at the same time. But since Quigley was unarmed there was no fight.

"You can't escape me with a bloody



nose," said Ayer. "It's life or death between us."

And he walked on.

Quigley began to feel that he could no longer brook these insults. Some of his friends were telling him that Ayer was determined in the matter and it might better be settled sooner than later. They advised him to challenge Ayer and have it over with. All supposed that the origin of the matter was at the card table. Indeed, few if any knew that Ayer was trying to force his enemy to withdraw his influence from Mrs. Ayer. Quigley blustered for awhile, but took no action. But finally noticing a difference in the cordiality with which his friends greeted him he gave in and sent Ayer a challenge.

Ayer accepted, naming revolvers at ten paces, every chamber to be emptied before the firing ceased.

This staggered Quigley, for it meant death probably to both of the parties. He sent a message to Ayer asking what he could do to avert the issue. Ayer replied in a sealed note telling him that he must neither speak nor write to Mrs. Ayer again. Quigley replied that Mrs. Ayer had applied for a divorce and had consented to marry him as soon as it was obtained. To this Ayer replied that on his part the affair would be dropped. But he did not do this until he had looked into the court records and found that his wife had the day before applied for a separation.

When Ayer went home that evening he found his wife gone. His little boy asked him what was the matter with mamma. She had cried and kissed him all the morning, then had gone out and hadn't come back. Wouldn't papa go and bring her back?

But day after day, week after week, month after month, passed and mamma did not return. She was residing in a city where divorce is made easy. The child was obliged to content himself with his nurse during the day, but whenever his father was not at his office he supplied so far as possible the place of the mother. Quigley still lived in the city, but there was not as much swagger in him as formerly. Somehow no one seemed

to think he had come out of his affair with Ayer with credit, and his friends were dropping off.

While it was known to the Ayers' intimate friends that Helen was suing for a divorce, it was not known that she was doing so in order to marry Quigley. Divorces usually make it appear that great wrongs are committed by one or both parties. We are horrified at tales of cruelty, desertion, all kinds of inhumanities. While reading of them we would suppose that after such suffering neither party will ever again consent to wear the chains of wedlock. But once the bond is broken up pops a man or a woman hitherto unknown in the proceedings, and the decree is scarcely granted before the wedding bells are ringing.

Helen Ayer had secured her divorce, had returned, and it was supposed by her friends, except an intimate few, that she would remain—after the charges against Ayer her lawyer had drawn up for her—an unmarried woman. While this was the supposition, a marriage license was being taken out permitting Helen Ayer and Schuyler Quigley to wed. They were to be privately married at 5 o'clock in the evening and take a 7 o'clock train for their wedding trip.

During the afternoon the bride-to-be was seized with an irresistible desire to see her boy once more before taking the irretrievable step. She knew that her husband was usually at his office at the time and she would not meet him. Throwing caution to the winds, she called a carriage, alighted near her former home, entered and ran upstairs to find her son.

She came upon a melancholy sight. Her boy was lying on a bed, pale and wan, while his father was bending over him.

"Oh, why didn't you tell me? Why didn't you send for me?" she wailed. And without waiting for a reply she bent down, passionately encircled the child with her arms and hugged him to her breast. Then, flinging her hat and coat aside, she knelt beside the bed.

"Oh, mamma," cried the child. "How glad I am that you have come back!" Then, raising his arms, he placed them about her shoulders. "And you're never, never going away again, are you?"

And the woman for whom a groom was waiting said:

"Never, so help me heaven!"

Russell Ayer was walking away when his wife seized his hand and held him. She attempted to speak to him, but not finding words turned again to the boy. Then Russell knelt beside her and, resting his hand on her waist, the two turned the ebbing life back into their child by their united presence.

An hour later Schuyler Quigley, as he was about to enter a carriage to take him to a church where he was to meet his bride, was startled by a message. Tearing off the cover with misgivings and impatience, he read: "I cannot go. I will never see you again."

One of those singular and unaccountable infatuations under which a woman will leave home, husband and children, wrecking them, and most of all herself, had come to a sudden end, as it were, on the brink of the precipice over which she was about to plunge. Her husband could manage the man who was enticing her, but he could not manage her. What neither of these men could do was accomplished by a sick child.

After the boy came out of danger Russell Ayer told his wife of his attempts to save her. He gave the reason for his accusing Quigley of cheating at cards, the blow, the subsequent insults, the forcing his enemy into an unwilling challenge. Then when he had finished by telling her that he had dropped the matter on learning of her intended separation she shuddered: "My God! How could I have done it?"

### A Story of Old New York

BY F. A. MITCHEL

One evening, something more than 100 years ago, a gentleman and a lady were

strolling on the Battery in the city of New York. At that time the residential area bordering the park, which inherits its name from the old New Amsterdam fort located on the ground, was a very different section from what it is now. Today it is intersected by elevated railroads, and the loungers there are chiefly emigrants or persons out of employment. Then in the houses bordering upon the park lived



A GROUP IN ARKANSAS

Bro. and Mrs. H. J. Dempsey, Div. 239. Bro. and Mrs. John Wagner and Son, Div. 12. At extreme right, Bro. J. P. Perry, Div. 375.

the most aristocratic families of old New York.

The gentleman mentioned was tall, dignified and wore the costume of the times, a beaver hat, ruffled shirt front, blue coat with brass buttons and a flaring skirt; his pantaloons, as they were then called, tight except where they covered his boots. The lady wore the bonnet of the period, skirt a la directoire, her shoulders covered with a lace shawl. She was a descendant of one of the original Dutch settlers and a widow.

"I am going to ask you once more, Mrs. Van Zandt, and for the last time," said the man, with that dignified courtliness which has now passed into oblivion, "to make me happy. You may remember that a year ago, on this very spot, I asked you to honor me by becoming my wife. You told me that you lived and would live only for your son. Since then you have treated me, if not as a lover, at least as a dear friend. It is this that has emboldened me to ask you to reconsider your refusal and confer upon me the greatest happiness a woman can bestow upon a man."

Having made this stilted proposal, he waited for a reply. In accordance with the custom of those times the lady's hand rested on his arm. He felt her hand tremble. After a few moments of silence she said:

"I trust, Mr. Travers, that you will not think me insensible of the honor you would confer upon me; an honor, I must admit, of which I am scarcely worthy. But if my son required my undivided attention a year ago he needs it still more now. Since you are my very dear friend, I will confide in you that he has become involved — has involved me in a gambling debt. This Major Tilford, who has recently come to New York, and who has secured social recognition by some of our best families, has succeeded in winning from Frank at cards some \$4,000."

"The rascal!" muttered Mr. Travers.

"I have drawn my check for the amount, and Frank will tomorrow pay the indebtedness. He has given me his solemn promise never again to play at cards for money. But I know I shall have trouble in keeping him from the temptation. Now you can understand why he needs my first consideration."

The lovers were silent for a time. They were standing on the southernmost part of the Battery looking down the bay. A few ships were at anchor, while one was coming under full sail through the Narrows, the setting sun gilding her canvas. Presently Mr. Travers said:

"Will you permit me to hand your check to Major Tilford, madam?"

"With what object?"

"It may be better that your son should

have nothing more to do with the man."

"Perhaps you are right. I shall consider myself under a deep obligation to you, my dear Mr. Travers, if you will act in the matter for me."

"On the contrary, I feel highly honored by your confidence."

They returned to Mrs. Van Zandt's home, a modest two-story brick building, in place of which a modern skyscraper now stands, and Mrs. Van Zandt took from a lady's mahogany writing desk with claw feet a check and handed it to Mr. Travers. He bent and kissed the hand from which he received it and, carefully avoiding turning his back to its owner, withdrew.

That same evening a party of gentlemen were supping at Fraunce's tavern, among their number Major Tilford. Mr. Travers entered the dining room and, taking a seat, called for wine.

Then he wrote on the back of one of his visiting cards a request for a few words in private with Major Tilford and sent the card to that gentleman. The latter arose and, going to the table where Mr. Travers sat, bowed and said:

"I am at your service, sir."

"I am commissioned to hand you a check for money taken from a boy in his teens, who should have been protected instead of swindled by you."

He handed Tilford Mrs. Van Zandt's check, but the latter drew back. He had no sense of honor, but could not tell to what this matter might lead. He assumed a sense of honor he did not feel.

"Are you aware, sir," he said, "that this is an insult no gentleman can brook? Were it not for the prejudice against the code engendered by the recent affair between Mr. Hamilton and Mr. Burr you should answer for it on the field of honor."

"The prejudice against dueling you speak of arises from a murder, not an affair of honor. I have no fear of losing any of my friends by a meeting with you."

"Be it so, sir. I shall send a friend to you."

"One moment, sir. The lady whose son you have swindled must not be brought into this affair, and it is to your interest, sir, that its real cause should be concealed.

Return to your friends. Presently I will arise to leave the room. Place your foot in such a position that I may trip on it. I will retaliate by drawing my glove across your face. You can then send your friend to me without the true cause of the difference between us being known."

"As you like, sir. Meanwhile you may keep the check. If you kill me you may return it to the lady who wrote it. If I kill you"-

damage to his reputation. Travers was not known as a fighter, while Tilford came from the South, where dueling was quite common, and he was an expert with both sword and pistol.

"No, sir," he said at last. "You have insulted me, accused me, and my honor must be vindicated."

With that he turned and went back to his companions.

Nothing of the conversation had been



GENERAL COMMITTEE OF ADJUSTMENT, L. & N. RAILWAY SYSTEM

1. J. M. Griffin, Div. 21; 2. J. E. Long, Div. 473; 3. F. H. Nordlow, Div. 215; 4. J. P. Benson, Div. 547; 5. A. B. Falkner, Div. 473; 6. J. W. Logan, Div. 154; 7. N. W. Duvall, Sec.-Treas. Div. 365, 1316 S. 1st st., Louisville, Ky.; 8. T. J. Bissett, Gen. Chm., Div. 156; 9. E. G. Rhodes, Div. 496; 10. G. L. Ihrig, Div. 865; 11. Guy McClure, Div. 407; 12. R. R. Hall, Div. 156; 13. J. W. Cook, Div. 215; 14. Robt. Clar, Div. 78; 15. H. H. Wells, Div. 829; 16. Roy Holclaw, Div. 782; 17. A. E. Baer, Div. 140; 18. P. C. Bundachu, Div. 855; 19. Byron Hill, Div. 489; 20. B. J. Gittings, Div. 275; 21. G. H. Marsh, Div. 156; 22. H. H. Seavy, Div. 463.

"You can take such action concerning it as you see fit. If you choose now to decline it and will give me a receipt for the amount of its face this affair need go no further."

Tilford made no reply to this for awhile. He was turning the matter over in his mind. There were reasons why he should recede from the position in which he stood, but he did not wish to give up the plunder, and he might possibly retain it without

heard by them, and when Travers arose and walked toward the desk to pay his reckoning no one was aware that a pantomime was to be enacted. As he was walking leisurely past the table where his adversary sat the latter put out his foot, and Travers stumbled against it.

"You did that on purpose, sir," he said.

"As you please to consider it, sir."

Travers drew a glove from a pocket and



GENERAL COMMITTEE OF ADJUSTMENT, SANTA FE PROPER

From left to right, first row, (top): P. H. Purcell, Div. 371, East Las Vegas, N. M.; F. E. Keller, Div. 264, San Marcial, N. M.; Chas. Jackson, Div. 344, Wellington, Kans.; W. A. Harwood, Div. 458, Chicago, Ill.; Geo. L. Northup, Div. 214, Chanute, Kans.; Carl Pevely, Div. 811, Clovis, N. M. Middle row: T. E. Hawksworth, Div. 251, E. Las Vegas, N. M.; Chris McGinniss, Div. 234, Topeka, Kans.; C. F. Beckman, Div. 806, Marceline, Mo.; T. W. Roche, Alt. Sec.-Treas. Div. 462, Arkansas City, Kans.; F. L. McCartney, Div. 734, Denver, Colo.; L. B. Larson, Div. 298, Amarillo, Tex.; Chas. A. Beeler, Div. 308, Argentine, Kans. Bottom row: W. F. Scherer, Div. 252, Newton, Kans.; Jas. E. Newell, Div. 391, Fort Madison, Ia.; J. H. Freiligh, Sec.-Treas., Fort Madison, Ia.; W. T. Keady, Gen. Chr., Dodge City, Kans.; J. A. Kowalski, Alt. Chairman, Div. 130, Emporia, Kans.; Chas. McQuiston, Div. 505, La Junta, Colo.

struck Tilford with it lightly on the cheek. Then he passed in the same leisurely manner out of the dining room.

When Tilford's second returned to him with Travers' reply to his challenge, the Southerner knit his brows. By assenting to his enemy's plan he had given Travers the chance of place and weapons. The conditions named by the latter were pistols, in a dark room, each party to be supplied with an unlimited number of weapons. This placed them on an equality, and Tilford lost the advantage of his skill and reputation as a duelist.

Tilford was an impostor and a swindler. He had forged letters of introduction and had played young Van Zandt with marked cards. Believing that his true character would soon come out, he desired, if possible, to get the money on Mrs. Van Zandt's check and disappear. But in playing a gentleman's game he had left the check with Travers. He sent word to his adversary that he would apologize for tripping him and take Mrs. Van Zandt's check to her and tear it to pieces in her presence if this would be agreeable to Mr. Travers.

Travers was unwilling to trust him with the check so long as it was good at the bank, but he took sufficient time to go there and request that it should not be paid if presented. Then he sent it to Tilford, stating that his proposed terms were accepted. But before Tilford had time to try to get the check cashed Travers went to the bank and was there in concealment when Tilford hurried in and presented the check. Travers confronted him.

"You scoundrel!" he said. "Sign a receipt for the amount you claim from young Van Zandt and give it to me, with this check, or go to jail."

Tilford threw up the game and agreed to the conditions. When the receipt had been drawn and signed and the check returned he was permitted to leave the bank and the city and was never seen in New York again.

The same evening Mr. Travers was announced in the drawing room of Mrs. Van Zandt.

"Have you paid my son's indebtedness?" she asked.

"I have, madam. There is the receipt."

He handed it to her. She cast her eyes over it and was folding it when he handed her her check. She looked at it, surprised, then at him for an explanation.

"There was no legitimate debt," he said, "due from your son to this man Tilford, who was an impostor and a swindler. He returned your check and signed a receipt for the amount he had claimed in preference to going to jail."

"How did you prove him such?"

"I gave him my opinion of one who would take money in such fashion from a minor. He still pretended to be a gentleman and agreed to surrender the check to you in person. Instead of doing so, he presented it at the bank. I had taken the precaution to stop payment on the check and was at the bank to receive the rascal when he came to draw the money. I gave him his choice between exposure and its consequences and giving me, for you, these two papers."

Mrs. Van Zandt's eyes were dimmed with tears. She yearned to throw herself into her lover's arms, but those were times of great formality.

"Mr. Travers," she said, "it seems, sir, that my son's interests are safer in your hands than in mine."

Travers, with a lover's understanding of word and look, drew her to him, and said:

"Ah, madam, you have made me the happiest of men!"

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#### American Federation of Labor Office Building

In the convention of the American Federation of Labor in Boston in 1903, a resolution was adopted instructing the Executive Council to investigate the cost of purchasing a lot and constructing a suitable office building. Although the need and the advantage of such a building were appreciated, yet, so many other more immediate needs intervened that the office building proposal was deferred from year to year. The Denver, 1908, Convention authorized the E. C. to expend \$80,000 for the purchase of land and the erection of an office building thereon.

The local trades and federal labor unions directly affiliated to the A. F. of L. had already voted in favor of a loan of \$50,000 from the defense fund for this purpose. The E. C. was instructed to devise ways and means to raise the additional \$30,000. The need of such a building has grown increasingly urgent as the scope of the work of the A. F. of L. has increased with the growth of its membership, and the widening of its activities.

The bids varied from \$92,300 to \$130,000. On October 7, 1915, the trustees entered into a contract with the R. P. Whitty Company, contractors, in the city of Washington, after several changes in material and construction were agreed to that reduced the contract price to \$90,450. The contract provides that the building shall be completed on April 7, 1916.

Upon the site when it was purchased was standing a finely built old mansion with a slave pen in the rear. These of course have been razed to the ground, but before doing so photographs were made of them, framed, and appropriately designated. On that site in which slave owners and slaves dwelt, the temple of Labor, the A. F. of L. office building will be erected.

On October 28, 1915, with very simple ceremonies, the first soil was turned for the building that is to be the home of the general labor movement of America.

On January 8, 1916, at 12 o'clock, took place the ceremony of laying the cornerstone of the American Federation of Labor office building. The ceremony was in keeping with the dignity of the cause to which the building is to be devoted and in harmony with the sentiment and idealism that binds the labor movement together.

Mr. Frank Morrison, Secretary of the A. F. of L., acted as master of ceremonies, calling the gathering to order, and said:

Ladies and Gentlemen: I take great pleasure in introducing to you W. B. Wilson, Secretary of the Department of Labor.

Mr. President, Ladies and Gentlemen: I want to take the occasion of the laying of this cornerstone to congratulate the A. F.

of L., and the great labor movement of our country, upon the wonderful progress which has been made as the direct result of the organized efforts of the wage-workers.

As I stand here beside this cornerstone where the hopes of the trade union movement that it might have a temple dedicated to human welfare are about to be realized, my memory goes back over the formative period of the trade union movement of our country, and I can see passing before it a host of men in various parts of the country and in divergent trades who are making sacrifices in order that the great masses may be benefited. Strewn along the pathway of that formative period are the dead bodies of heroes of the labor movement who have been driven adrift; who have traveled from place to place, ragged, hungry and worn, preaching the gospel of the brotherhood of man, though exiled from their own homes by the merciless blacklist; who have undergone all of the hardships that it is possible for men to undergo in their desire to promote the welfare of mankind. And that picture clearly demonstrates to me the falsity of the statement that the trade union movement is a selfish movement, looking only to the welfare of those who are its members.

There is a great difference today in the conditions under which the workers toil in various trades from that which existed a number of years ago. In most instances the hours of labor per day have been reduced. In many instances the conditions surrounding the workmen relative to the protection of their health, their life and their limbs, have been improved. In nearly all instances the wages, the actual wages, have been increased.

Those things have not been brought about as the result of the voluntary action on the part of employers. No matter how generous the employers may be, no matter how kindly their dispositions, no matter how much they may desire to be beneficial to their fellow-men, there has been a point beyond which they could not go unless their less generous competitor went with them. The power which has influenced, the power which has compelled the less generous employer to move forward

has been the collective action of the workmen, and in compelling them to move forward the workers brought beneficial conditions not only to those who were members of the trade union movement, but to all workers, whether organized or unorganized. Hence the allegations that the trade union movement is a selfish movement is without a particle of foundation in fact.

The question of the wages, the question of the hours of labor, the question of sanitation and safety at the places of work, have not been the only questions upon which the trade union movement has expended its activities. It has been as broad in its activities, broad in its efforts, as human activity itself. Our great public school system, extending from one end of the country to the other, by which the children of all classes of our people are given an opportunity of at least an elementary education, came into existence, outside of the New England states, as the direct result of the energies of the trade union movement of less than a century ago. The compulsory education of children, protecting weak wage-earners against their own necessities, the furnishing of textbooks so that the child of the poor man might not be embarrassed in the schoolroom alongside of the children of those who are better off, the increasing of the age at which the child may be placed at work in gainful occupation—these are some and but a small part of the results of the activities of the trade union movement. They are mentioned merely as indicative of the lines along which their energies are exerted. And why? Because so far as the well-to-do are concerned, so far as those who are already furnished with a large amount of this world's goods are concerned, they have been in a position to take care of the sanitation of their own homes, to provide for the education of their own children, to furnish the books by which the children might be educated, to keep their children out of gainful occupations until they reach definite standards of development. It was only the children of those who are struggling for an existence who were compelled by virtue of their necessities to forego those advantages. The

only way in which the workers could give to their children the same opportunities as those who are well-to-do was by the collective action of the state. Hence the activities of the trade union movement. The children of all of the wage-workers, whether organized or unorganized, have participated in the benefits.

The world is moving forward as a result of the continuous pressure of the trade union movement. Going forward in spite of the opposition that is met with on all sides, and we sometimes wonder why that opposition should exist in view of the advanced facilities, the improved methods of production, by which man today is very much more productive than he was a number of years ago. It is the same sentiment which causes the resistance which in the years gone by caused the owner of the slave to resist any movement for the freedom of the slave. The same sentiment is there.

This movement then is going forward as the result of the collective action of a given number of the wage-workers. The greater, the more perfect that movement is the more perfect the organization becomes, the more intelligently it is directed, the greater the results will be. Hence I have the pleasure again, Mr. President, of congratulating the A. F. of L. upon the erection of this building dedicated to a forward movement, a labor forward movement, a humanity forward movement, a movement for the uplift of all mankind.

Mr. Morrison: Ladies and Gentlemen—In connection with the erection of this building, and the inscription of the cornerstone which gives the life of the A. F. of L. as running from 1881 until 1916, there is in existence and living, one officer whose activities as an active officer cover that complete period. Without further reference, I take great pleasure in introducing an officer, with whom I have had the pleasure of working for the past 19 years. Samuel Gompers, President of the A. F. of L., will now address you.

#### PRESIDENT GOMPERS' ADDRESS.

Mr. Gompers: Ladies and Gentlemen—In the performance of this ceremony of the cornerstone laying, I am impressed



so much, I am thrilled to such an extent, that it is exceedingly difficult for me to express what I have in my mind to say or what my heart prompts me to say.

It was my privilege in 1881 to be present at the convention when the cornerstone was laid for the A. F. of L. Now, after 35 years, to have the great honor and privilege to lay the cornerstone for the structure that is to be erected here, an office devoted to service, to still greater service, in the cause of labor, in the cause of justice, in the cause of freedom, in the cause of humanity—is to me so important a function that I fail to command myself and to give adequate expression to what all this portends, not only in our day, but for all time. This structure erected for service will mean to all those who read as they run, that there is still burning in the hearts of the people of America that flame which can not and must not be extinguished, the torch and the flame of liberty, the justice which must be kept burning, and to which men and women of our time and of the future must devote themselves, if liberty and justice and freedom and humanity shall have their fullest understanding and obligation.

The men of the organized labor movement of our time realize the mission resting upon them—the heritage of all of the struggles and the sacrifices of the past which made it possible that in this year of grace 1916 we may enjoy the liberties secured for us by our fathers. The progress, the rights and the opportunities of today are the achievements of the long, hard struggle of those who have gone before. The labor movement is a world-old struggle for freedom. That progress has been made; that the lives of men are better and happier are due to those who had the courage to make the fight and who had an idea of what should be. Today our hearts are very tender toward the men and the women of the labor movement of past years. They made a fight against the forces of greed and inhumanity—they fought in the days when to belong to the labor movement meant actual physical danger and marked men for social ostracism and for persecution by all the agencies of organized society.

The heritage we receive from them is a sacred trust—to be maintained and handed on to coming generations with enhanced potentiality.

As in physical life those members of our body which fail to exercise their proper natural and normal functions, so in political and our economic life, the man or the woman who fails to exercise the liberties which are theirs, the men and the women who flinch from the responsibilities and the consequences which the exercise of liberty entails, are unworthy of liberty—unworthy of liberty, unworthy of freedom, untrue to the traditions and the struggles and the heroism of the past—are cowardly and false to all future time.

Men of today must be willing to do their share of the world's work. Men of today must be willing to hazard the risk inevitably consequent to the determination to fight for the maintenance of freedom and the enlargement of the concepts of freedom and justice to struggle, or to give their all in order that liberty may live and our republic endure.

Our movement, the trade union movement, as understood and represented and expressed by the A. F. of L., has maintained and advanced the high standards it raised for the toilers, for the masses, for all the people. Our achievements are a great tribute to all that is good, and true, and noble.

We aim to bring more light and life in the homes and the work of the toilers of our country, and of the world. We have aimed to bring increasing opportunity into the lives of all who toil. Our primary demand is for a shorter work-day.

A reduction of one hour per day in the labor of the workers of America affords twenty million golden opportunities for thought, for action, for human betterment every day.

Our demands have been effective in securing the eight-hour day for many workers—a gain which has had an incalculable influence in the lives of those workers. For the short-hour workers are workers with different standards of life, concepts, greater demands, than those who are deadened by fatigue and long hours of grinding toil.

We aim to develop higher standards of character and of duty with the understanding that rights and privileges carry with them duties and obligations.

Men and women of toil, we know not how long this structure when completed shall last. In the cornerstone of this structure is contained a copper box in which are enclosed a number of important documents—the thought of today conveyed and expressed to those who shall come after us, and who may read and learn of what we have tried to do in our time. They are a message into the future. When with time this structure shall be crumbled into dust, when the men and the women of that time shall see an accounting of our work in our day, let us hope that they may realize that we have tried in the light that is given us to do our duty, to keep the faith with the past, and our duty for today, as well as our obligation for the future.

Men and women assembled here, thousands and thousands would have been only too glad to be here if they could. Let us express their thoughts and their hopes and their aspirations as we look upon this cornerstone and this uncompleted structure, that we may always be true to ourselves, true to our fellows, true to the duties devolving upon us, and that this structure of labor, typifying all that is good and true and noble, shall stand as an enduring monument—and better still that the movement of organized labor living in the hearts and the conscience of our fellow-workers shall be carried on, and on and on, time without day, and shall ever encourage us now to do our duty by our fellows, to be willing to do, to consecrate anew our lives and our hopes in the attainment of the highest standards of life, of progress, of civilization, for the workers now, for the workers of the future, and for all mankind, and for all time.

Mr. Morrison: I desire to thank those present for assembling here, and the meeting will now be adjourned.

### Australian Workers Must Rely on Unions

"It is to the record of unionism in New South Wales we can turn with the greatest satisfaction," says the *Australian Worker* in a leading editorial on the silver jubilee of Australian trade unionism.

The paper refers to advances made by labor on the political field. "But when all this is granted," it continues, "there remains good grounds for disappointment with the results of labor victories in New South Wales.

"The election of a parliamentary labor majority did not impress itself upon us as a swift transition from darkness into light. There are no wonderful changes marking

off the labor era from that which preceded it.

"It is, perhaps, too soon. Political power is not a magician's wand, turning the hovel into a palace and the swineherd into a prince.

"Injustices which have grown up in the process of the ages, and have become entangled with every relation of life, are not to be abolished with a 'Hey, presto!' A tyranny which identifies itself with every social institution, and clothes itself with the homely virtues and the religious instincts, is not easily broken down.

"Labor ministers are but human. They are too apt to confound their own elevation with the uplifting of the masses, and develop a frame of mind which enables them to act as though with their personal triumph the aim and object of the labor movement were attained.

"In New South Wales this tendency has hardened into a positive evil. No wonder the ranks of the workers are torn with discontent. No wonder the unions carry resolutions of condemnation. No wonder, where men and women who have fought and suffered for the ideals of the movement are gathered together, the state ministry is greeted with sullen eyes and muttering voices."

The *Australian Worker*, however, is optimistic, and declares that the cause for jubilation is the advance of trade unionism. Says the editor:

"It is to the record of unionism in New South Wales we can turn with the greatest satisfaction. Labor's silver jubilee in that state is an event which the organized working class can celebrate with pride in their splendid solidarity and in the justice of their cause.

"It is that solidarity which will safeguard the labor movement and preserve it from the elements of degeneration.

"It is that solidarity, and that passion for justice, which will purge it of base intriguers and self-seeking adventurers in the field of politics, and lead it onward, despite the virulence of enemies and the faithlessness of friends, to the consummation of its desires."—*The Garment Worker*.

## Legal News Gleanings

### Blacklisting

The beneficent results of the blacklisting laws now in force in a large number of States and the protection they afford to employees from personal malice and dislikes of officers are strikingly exemplified in the recent case of Joseph Schraub vs. Inter-Urban Railway Co. and E. T. Baker. After a trial of five days the jury, deliberating for nine

hours, brought in a verdict in favor of the plaintiff for \$500.

It appeared that the plaintiff, who is a member of the B. of R. T., was employed by the Inter-Urban Railway Co. at Des Moines, Iowa, and on July 8, 1914, was discharged by E. T. Baker, superintendent of that company, on the charge that he had carried a passenger on his caboose. The plaintiff thereupon demanded and was granted a hearing in accordance with the contract between the company and the B. of R. T., and it was conclusively proved that Mr. Baker's charge was unfounded. Evidently satisfied with the proofs, Mr. Baker dismissed the charge, but still refused to reinstate the plaintiff. When asked his reasons for this action, he floundered around like a drowning man grasping at a straw, and assigned various other trivial and doubtful charges. It was shown that the plaintiff had worked under two other superintendents preceding Mr. Baker for twenty-three months, both testifying that they were satisfied with his services during that time. Until Mr. Baker took charge, the plaintiff had never received a letter or call from the office and his record was absolutely clear.

The plaintiff found employment with the Waterloo-Cedar Falls Northern Railway and, as is the custom, named his last employer, the Inter-Urban Railway, as a reference. The former company wrote to the latter company for the plaintiff's record and Mr. Baker replied, not with a complete and true record of the plaintiff's service, but simply cited that he had been discharged for carrying passengers on his caboose. It was purely a case of personal malice and dislike.

Without proper legislation and organization, practices of this nature would soon undermine the whole framework of the railroad employees' means of existence. In the railroad world, where every man is striving and competing to reach the top, the spotlight of success tends to blind the vision to the rights and privileges of others, and petty jealousies arise to weaken the fabric of fraternalism. These are human faults which should not be allowed to run rampant, and require the guiding hand of legislation and organization. — *The Railroad Trainman*.

### Employer is Held Liable — Reaches Supreme Court

Is an employer liable under the compensation law enacted by the last legislature of Nebraska for an injury received by a workman during the noon hour, while he is on the premises of the employer, but not actually engaged in the work for which he is hired? This is a question which is raised in the case of James Pierce

vs. the Boyer-VanKuran Lumber & Coal Company which has just been appealed to the supreme court from Douglas county.

Pierce was a teamster in the employ of the defendant corporation and the testimony adduced at the trial was to the effect that the men were in the habit of scuffling, wrestling and otherwise sporting with each other, not only during the noon hour, but during working hours. It was shown that the general foreman, Oleson, knew this to be true.

On September 4, 1915, the plaintiff, Pierce, was on his wagon in the yard, but the time for resuming work had not yet arrived. Guy Brown, a yard foreman, it was shown, jumped on Pierce's wagon and tussled with him for a moment. He then got off the vehicle and Pierce drove on. When he was about ten feet distant Brown threw a light stick, which struck Pierce in the left eye and destroyed the sight.

Suit was brought in the Douglas county district court under the compensation act, there being no dispute as to the facts, but the company denying liability, contending that the injury was not caused by an accident arising out of and in the course of plaintiff's employment.

Judge Sears rendered judgment in favor of plaintiff for the full amount which would be due him under the act, which was the present worth of his wages for 125 weeks, or \$613.80, together with \$75 for medical and surgical attendance and \$11.25 hospital bill. He found that at the time of the accident Brown had finished his lunch; he found that the foreman, Oleson, knew that the men had been engaged in such practices and that his knowledge was defendant's knowledge. Under the circumstances the plaintiff was entitled to recover. — *Nebraska State Journal*.

### Ends Suit for Damages

The United States Supreme Court at Washington, January 29, construed the Washington State workmen's compensation law as abolishing all damage actions in the courts by workmen in the employments covered by the law, whether against employers or against third persons.

The widow and children of Benjamin Meese sued the Northern Pacific Railroad for the alleged negligent killing of Meese, an employee of a brewery, at Seattle, alongside the railroad's tracks.

The District Court held the compensation law abolished all actions for damages, and dismissed the suit, but the Circuit Court of Appeals held that it abolished litigation only of employees against their employers. The Supreme Court upheld the District Court's interpretation. — *Cleveland Federationist*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. *Noms de plume* may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Having Eyes That See

EDITOR JOURNAL: Some months ago, many railroads sent broadcast among their employees a circular pamphlet under the caption of "Having Eyes That See." The pamphlet in question emanated from the office of one of the managers in the western territory and was in keeping with the "Safety First" movement; that is, this was its interest, so claimed. The writer, as did many others, read the pamphlet, weighed it carefully and viewed it from every angle, and is inclined to believe it would be an uphill job to convince the average employee that the application of policies as outlined in the pamphlet means anything else than making a "spotter" of one employee against a brother co-laborer. It is only fair to admit that there are certain conditions referred to in the pamphlet that are sane and justifiable, while on the other hand to carry out certain suggestions means "meddling where you have no business," and the average employee now has about as much tonnage as he can drag and attend to his own affairs, much less "butting" into the affairs of others, and more especially where not personally concerned, and little, if any, good results would be accomplished, while on the other hand it would mean antagonism and discord among men—a policy much desired by some, even though no real good would result.

In one paragraph the question is asked, "If an employee in the traffic department finds a broken rail, is it his duty to report

to proper authority?" Of course the answer is in the affirmative and justly so, for it would be a sorry man who would not do this. Even a common bum, a hobo, a tramp, would report a defect of this kind and stop opposing trains to prevent an accident. He would do this to prevent the loss of life, and it has been done more times than once, and for these acts they have been rewarded, but usually by patrons rather than the companies themselves. But there are several other matters referred to that do not appeal to many employees as being suggested as solely in keeping with the "Safety First" movement.

It is not my desire to enter into an analysis of the pamphlet in detail, but there is one particular reference made to engineers that deserves condemnation as I see it, and it's this part I shall answer.

Notwithstanding the pamphlet contains many pages and several comparisons are made and conditions referred to, only one time is the use of intoxicants mentioned, and then, for some cause, the unfortunate is a drunken engineer. "Do you mean to say if a clerk saw a drunken engineer on his engine he should report it?" is asked. I shall not take issue with the reply, but would like to know just why an engineer should have been selected in this particular instance? Would it not have been far more fair to have said, if a clerk saw a drunken employee on duty should he report it? I think so, and for the benefit of the author of "Having Eyes That See," let me first say that Sobriety is one of the fundamental principles of the Brotherhood, and we preach it, and as a whole practice it. Justice is another of the fundamental principles, and in asking it, we try accord it, and it is a rank injustice to single out one engineer in the illustration of drunkenness. Truth is another fundamental principle of the Brotherhood, and in defense of this supposedly drunken engineer I am going to tell a few truths, and if they are not true, let "Having Eyes That See" or any other living human deny them. In the first place, the Brotherhood of Locomotive Engineers is the only labor organization to my knowledge that has gone on record favoring a Nation-wide, State

wide prohibition, and further condemning the use of any intoxicants as a beverage. Second: It is the only labor organization (to my knowledge) that not only expels its members for intoxication but publicly publishes them to the civilized world, and further denies them the right of defense, when guilty, and unless it can be proven they have reformed, take from them all the financial benefits, including accident and life insurance, as well as to deprive them of their membership. Did anyone ever hear of any organization, association or affiliation composed of railway officials alone going on record as between themselves, favoring prohibition or condemning the use of intoxicants of all kinds? Maybe so, but I cannot now recall such steps, but we do know, and the outside world knows, that the average private car of railway officials literally flows with whisky, wine and beer, and were any engineer equally as guilty by packing his suitcase or filling his seat box with this stuff as the official's car often attached to the train he is pulling the engineer would be immediately discharged, and justly too. Taking into consideration the number of engineers employed, believe the percentage of drunkards or "drunk on duty" is far less than the men higher up—that is on a percentage basis. As previously stated it would have been by far better to refer to a drunken employee rather than single out an engineer, but if some class of employees has to be specifically referred to, some officials, ranging from the rank of president down to the humble trainmaster, might have been selected and with equal truth as applied to the engineers.

"Rule G" is all right, but just see how one class of employees are exempt. I am unable to explain, nor do I quite understand why. "Rule G" refers to employees and contend an employee is one employed by another; this being true, no official is exempt. It is more than strange just how some railroad officials preach "Rule G" to their men and issue bulletins, give advice and administer discipline regarding "Rule G," and then so willfully, painfully disregard what they preach and teach. Not long since I was a passenger on one of the passenger trains on a cer-

tain trunk line advocating through every known channel "Safety First" and absolute enforcement of "Rule G," yet I saw the man in charge of the buffet-observation car dishing whisky by the drink to any and all who had the price; and worse yet, within the confines of what is known and supposed to be a strictly prohibition State. God save the mark! Consistency, thou art a jewel.

"Having Eyes That See" was good reading, practical in some ways, helpful in others, instructive to a degree, its object may have been to advance the "Safety First" movement, but one will never convince the rank and file of employees but what its real influence is to create discord and strife in the ranks of employees, to create friction, tear down friendly relations and keep trouble forever brewing in the ranks of labor, all of which no doubt would be very pleasing to the author of "Having Eyes That See" as well as several thousand more officials, since no one knows better than they "that a house divided against itself cannot stand;" yet labor is not absolutely blind, hence it is hoped the policies outlined in "Having Eyes That See" will, as a whole, meet with frosty reception by labor's rank.

Fraternally,

F. E. WOOD, Div. 755.

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### Closed Shop, Etc.

PITTSBURGH, PA., Feb. 5, 1916.

EDITOR JOURNAL: In reading our JOURNAL each month, many good subjects are brought up and good arguments come out of what is mentioned therein.

No doubt the article of Bro. J. L. Boyle's, Div. 422, appearing on page 124 of the February JOURNAL, is quite true, and is deserving of considerable thought and consideration. But again one must consider there are few vocations one can follow that require the hours and years of service, the strict examinations and qualifications required of a railroad man in engine or train service—more so in engine service.

If a canvass were made of the men following the trades mentioned in Bro. Boyle's letter, how many men could produce a diploma or papers to show an ap-

prenticeship of from 4 to 10 years? I will say but few. I would also take issue against that part of Brother Boyle's letter saying the men spend a month's salary on train fare, as in most cases where men are taken from one point to another to work their train fare is paid, and invariably they travel at one-half regular salary.

I would also take issue against the last part of Brother Boyle's letter regarding putting forth an effort and show the railroad what we are worth to them. We are putting forth all the effort in us at the present time to try and get each trip in successfully to save being called to the office and discharged, also all the effort we have is spent in keeping up with the schedule time and not report the engine or train and at the same time not get the pencil point too high in the speed recorder box. As to showing the company what we are worth, let me tell the good Brother the railroads are spending more money having men working that item out on charts than they are spending on advertising "Safety First" or on preaching it. Don't worry, Brothers, our measure is taken as to our worth, dead or alive. At the alive rate we can be made to do all the 16 hours will let us do, then take the 8 hours, have a rest, and then do some more. At the dead rate, which costs \$5 per month, while alive, you must be sure your family knows it, then they may get \$1,250 natural death or \$2,500 accidental death, and it will not be long before it will only be natural for an engineer to die an accidental death and the natural death rate will apply. The railroads know so well what an engineer is worth to them that they promote the fireman as soon as they can, and raise his relief dues at the same rate of speed, whether he is used as an engineer or not, or whether he is making a dollar more per month or not. I can't see where we are pessimistic enough at present.

Another subject that seems to be in the minds of most writers in our JOURNAL, and in minds of those that don't write, is: raising the membership and getting the members to attend.

I can see but one remedy for this, and in my opinion, the best for all, and will fit in all places and under all conditions, and

should be considered as important as a raise in wages. Brotherhood men should have full rights to all vacancies of regular turns and for regular employment over non-Brotherhood men, regardless of seniority. If this were in force on our railroads and with all four Orders, B. of L. E., B. of L. F. & E., O. R. C., and B. of R. T., then our membership would automatically take care of itself, and instead of us going after the man to join or transfer from one to the other, he would be after us. A good example: John Jones has a regular run, spends his money foolishly, gets into a few days' bad luck or bets too heavy on a game, and gets behind in his dues. Bill Smith, a young man and holding the younger turn, gets displaced and has right to take any turn his rights entitle him to, bumps John Jones and takes the good run. John Jones can only take the oldest or best run held by a non-Brotherhood man. There won't be many John Joneses for the Secretary-Treasurer to be troubled with.

Another example: A run becomes vacant and a young B. of L. E. man bids on it and an older engineer belonging to the B. of L. F. & E. bids too. The B. of L. E. man gets it. The old fellow "hollers" without a "holler" coming because he didn't come over. Why? Oh, because he is holding an office in the B. of L. F. & E., with no dues, or is able to draw warrants to cover the dues, or he would come over.

How about the attendance? We are required to attend Division at least once in three months or stand expelled, and we would all be there too. Now to defend the above, let me say it might seem too bad to have to pay the fees when you already belong, but if you want a shock, find out what it costs to get in some of the unions outside of railroad work. Also each order will build up in its membership and from the new recruit where it should build, and you won't need to coax him in, either, because he will know how he stands for a regular job before he knows the road he works on.

Boys, we need a closed shop as bad as anything else and if we make our troubles or requests known to our Grand Officers in the right way, they will be with us too.

We also need a general law throughout

the United States, prohibiting any employer from deducting any wage money from any employee for insurance or other purpose, then we can build up our own insurance in a way it will benefit all.

The article by Bro. F. E. Wood under subject "How Good," in February JOURNAL, is very good, but when you have to pay on forced insurance you can afford to handle much more. Yours fraternally,

MEMBER DIV. 370.

### A Message from Bro. H. T. McKown, Div. 197

FLOWELLA, TEX., Jan. 16, 1916.

EDITOR JOURNAL: In the summer of 1890, when just a boy, I left my people in St. Louis, Mo., to strike out for myself. I had great ambition to become an engineer, and in a few days I found myself down in old Mexico, where I secured work as fireman out of Agua Caliente.

I was a happy fellow, and lived in the dream of the day when I could have an engine. That time came, and two years later my fond hopes were realized. I was indeed proud as I took my first engine out of Silao, and I continued to have great respect for myself and my work all the years I spent on the old Mexican Central.

It was some years later when I was transferred to Mexico City on a regular passenger engine, where I lived many years. It was at this time I joined Division 224.

During my stay in Mexico I saw many grand and wonderful improvements, such as the great change in the scale of pay and working conditions, due to our grand organization. I saw the pay raised from \$2.90 to \$6.50 per 100 kilometers, and it was through our Order that the three classes of pay were abolished; also the overtime paid.

When I first went to Mexico, soon after the strike in the latter part of the '80s, when the engineers lost for the time being, it was very serious for the company to even suspect one of belonging to the B. of L. E. and it was a dischargeable offense for a promoted man to become a member.

In 1909 I was transferred to Agua Cal-

iente, where I lived until April, 1911, when all the American engineers and conductors came out of the Republic. When we came out of the country I left the service with the "back to the land" idea, so the first stop I made was at Cotulla, Tex., near San Antonio. I was there four months, when I got in touch with this Falfurrias section. I came to look at a little farm and liked it well enough to locate here. We are 20 miles from the Gulf and 65 miles southwest of Corpus Christi. Prospects are fine now, since we are becoming so famous for dairying and citrus fruit growing. We even have the first Citrus Fruit Packing House in Texas.

I am six miles from Falfurrias, and sometimes as I hear the trains come and go I think of the years I spent on 656 or 143 and I fall to dreaming of days gone by and friends I long to see, but have lost. Perhaps some of them will read this and I will be able to renew old ties.

When to Mexico, I went as just a boy.

Nearly six and twenty years ago;

My heart overflowed with hope and joy,

As I journeyed South, full of dreams, you know.

Years passed by and my dreams came true,

As I toiled and strived and gained my place

Among the Brothers I loved and knew.

Bound together for duty, and danger to face.

But now as I look at my neighbors, dear,

Across the way in this balmy breeze,

Plowing the soil, making ready this year

For hundreds of lovely young orange trees,

I think of the day when I can meet

Some old Brothers with a smile so bright,

And show them the place that's hard to beat.

Down in this "Land of Heart's Delight."

Fraternally yours,  
H. T. McKOWN, Div. 197.

### Give the Boy a Chance

VANCOUVER, WASH., Jan. 10, 1916.

EDITOR JOURNAL: Why is it, Brothers, that some of our young members have been dropping out of our Order for non-payment of dues? Does any Brother take into consideration the seriousness of this expulsion and what it means to the Brotherhood as well as the individual? It seems to be the slogan that when a man is down and out to crowd him down a little lower and finally lose him altogether. Brothers, I believe this is wrong. Our

motto should be, "Do unto others as you would have others do unto you." I think this would be a much better slogan.

We have several engineers on the Tacoma division who used to belong to Div. 238, but through no fault of their own have fallen out of our ranks. Upon inquiring into the cause, I found it all came about through family sickness, and insufficient work while bucking the extra list. A solution of the problem is up to you older men. Don't you think that during the depression in business at the present time that you on regular jobs could afford to lose a trip or two each month and give the extra man a chance to live and pay dues as well as to take it all because we have a chance?

No doubt, there are some of us who have subscribed money or given a helping hand for the relief of sufferers in war-stricken Europe. Why not think of our Brothers at home who have been cast aside for want of the necessities of life? Would it not show a more brotherly spirit to pry into the Brother's circumstances and if necessary to lend him a helping hand instead of sending it to foreigners whom we know very little about? We all know that unless a man works half the time, at least, under the present conditions, and supports his family, it is mighty hard for him to meet his obligations as they should be met.

Therefore, I say again, give the boy a chance.

Yours fraternally,

W. J. HOAG, Div. 238.

### **Panama Canal Engineers' Longevity Pay**

SPRINGFIELD, OHIO, Jan. 23, 1916.

EDITOR JOURNAL: There is a bill fostered by Senator Martin, of Virginia, S. 3457, which has been read twice and referred to committees on interoceanic canals, whose passage would be of financial importance to a great number of our members. Its purpose is to appropriate money to pay men who worked on the Panama Canal the longevity pay which was suspended by appropriating committee June 30, 1909.

Any of the Brothers who worked on the Canal are fully acquainted with the facts concerning this issue, but for the benefit of those of our members who might not understand, I will explain as follows:

In 1907 a vote of pay was granted which carried with it a clause known as longevity pay, to wit: 5 per cent increase in second year of service, and additional increase of 3 per cent each year of continuous service up, 25 per cent of the basis rate of pay.

This clause was repudiated or suspended by a rider, which was placed on Civil Sundry Bill, which carried the Canal appropriation, effective June 30, 1909, and each successive bill thereafter contained said rider, which was as follows:

None of these moneys to be used to pay longevity or overtime. In consequence, the commission could not meet the obligation to her employees. The question of right has been threshed out at several occasions and has been acknowledged, I believe, by the Hon. Secretary of War as a just indebtedness and should be met by our Government.

This bill of Senator Martin's is for this purpose, and I would ask every Brother who reads this to write a letter to both his Senator and Congressman asking them to vote for this bill when it comes up for a vote. It will cost you a two-cent stamp, Brothers, but it may be the means of a great many of our Brothers receiving what is their due. Hoping that every Senator and Congressman may receive at least one letter relative to the aforesaid bill, I remain,

Yours fraternally,

A. H. BEARUP, Div. 208.

### **Shall We Change?**

GOODLAND, KANS., Feb. 3, 1916.

EDITOR JOURNAL: From time to time we see articles in our JOURNAL pro and con relative to reducing the number of delegates to conventions, and it is noticeable that most of the argument in favor of continuing the present mode is advanced by those who have acted as delegates, while the opposition usually comes from those who have not. Due consideration should be given to the opinion of one who speaks from experience, and it would not be fair to intimate that the experienced judgment was in any manner biased by the prospect of future honor. Neither would it be right to say that the Brother who has never been honored by representing his Division at a convention was viewing the matter through green glasses.



Our Grand Officers have given the Brotherhood-at-large an opportunity of becoming familiar to an extent with what takes place at such meetings by furnishing each Division with a copy of proceedings, and it seems a careful study of these minutes ought to win advocates to the cause of those in favor of reduction, as these records show that only a small per cent of those present took an active part in discussing the matters that came up, and that nearly every matter agreed on was settled to the satisfaction of the above-mentioned small per cent; and such being the case, it is natural to suppose that had these few alone attended, all matters would have been settled by them and the outcome would have been the same. It is not possible to speak from experience on this question, for while I have helped elect many delegates it has never been my good fortune to be one of the elect, probably for the reason that the best talent is selected for such positions. And speaking of talent is a reminder that the best on each railroad is usually chosen for the office of General Chairman, and since we have high class men in these places and many of them on annual salary, it seems we might combine economy and efficiency by making a law that would provide for the General Chairman on each railroad to represent at future conventions the Divisions that employ him. These men frequently meet with the Divisions in their territory and are familiar with conditions, and collectively should know the needs of the entire country. No one should consider expense when the interest of the Brotherhood is at stake; but when we compare the constitution and by-laws one with the other, for several years back, and note the slight changes that have been made, we should not be surprised that some of the Brothers, viewing the matter from a business standpoint, have concluded that our laws cost too much.

Yours truly,  
J. L. BOYLE, Div. 422.

### Eight Hours

St. Louis, Mo., Jan. 10, 1916.

**EDITOR JOURNAL:** The most powerful organization ever gotten together is casting an individual vote, either for or against an eight-hour day. I have long

cherished the thought that some day this would occur; I realize to some extent the benefits which we would derive from it, because you will realize that you are entering a new life; you will experience new pleasures, and it will not be necessary for you to lay off to see your family. The neighbors will know that you do come home for they will see you come. You will know that your conditions are better and you will educate yourself to a higher standard of efficiency. You will put forth your best efforts during the whole time that you are on duty. You will understand that the success of the movement will depend upon it. It will not be lightly said that you are a qualified company man, for your fellow worker will have it in his heart as well as you; perhaps I might say the qualification required (in my estimation) is a good knowledge of, and an ability to do the work to which you are assigned; be ready to play ball when the other fellow is and you will find that it will make the game much more interesting. Fill your base well enough to hold the appreciation of the captain and the respect of your fellow players, and when the manager reads the report at the stockholders' meeting at the end of the year, they will realize that you have made good your claim and Fielder Jones will be looking for you. Do not make a report of an irregularity without first considering that you would believe it yourself. Furnish your chairman with an exact copy to avoid confusion and he may be able to convince the captain that you have been rather severely disciplined and succeed in getting it reduced to five; then come to meeting some night and find out just what rules and working conditions are in effect on your system. The chairman will explain them to you and that much of his time and that of the company is taken up because you do not keep in touch with the game. It is not necessary to be on the payroll of another department. We want to reduce this class by giving our moral support as a unit and our labor as a partner and retain our honor as a citizen and not as a slave. Remember that the management is progressive and that your officials will want to

help you when they know that you want to help them, and that the properties of your company and the cost of maintenance and operation represent more capital than the pro rate earnings of you and me, and at times will pay a dividend though the surplus men are at work. Help to avoid the necessity of buying a new engine or acquiring more yard room. Watch the valve oil, etc., and you will have become a valuable man and be proud of it; but if you feel that you cannot consistently qualify, vote No.

Eight hours have been advocated for years in this section. Do not wait until things settle down only to be stirred up again, for it must come soon and the management want a rest as well as we.

There are about 2,000 transfer men in this section, all of whom would be benefited.

Fraternally yours,

W. G. CANFIELD, Div. 327.

### Bro. S. R. Clark's 83rd Birthday

BLUFFS, ILL., Feb. 2, 1916.

EDITOR JOURNAL: As this is my birthday I will just write a few lines. This day completes my 83d year on earth. This also completes my 50th year in the B. of L. E., and 48 years in the insurance. I guess this includes me as one of the old men.

When I joined the B. of L. E. it was about all your job was worth, for it did not take much of an excuse to get you discharged. At the present time it is different, as the B. of L. E. has something to say.

I have seen a great many changes in my time, both in engines and pay. Engines are being built bigger and bigger every year. When I was a boy and just commenced railroadng, I heard an old man (superintendent of the Vermont Central) say he wanted to live long enough to see engines that weighed 100 tons and run 100 miles an hour. I think that if he were here now he would see them.

In regard to the old man, I have read in the JOURNAL of quite a number of schemes that were thought by the writers to be of benefit to the old men. None of them have ever materialized. An old man at this time can't get into anything unless he is already in. The pension is too expensive. Looks to me like they are trying to

pay too much. Looks to me as though the whole B. of L. E. machinery was costing too much.

I am only an honorary member and am not acquainted with inside or beneficial part of the workings. Indirectly I have heard that the members of the insurance were to receive one per cent per month of their insurance at the age of 70 years until their policies were paid. I have never seen it in the Constitution and By-Laws or JOURNAL. Of course, I am aware that we get just what we pay for and pay for just what we get.

I am sending check for my February assessments today; that pays me for one month, then if I don't pay the March assessments in time I forfeit my insurance, so I get just what I pay for and no more. All the assessments that I have paid have done some Brother's family good; if I keep on paying, when I am through, my family, or what is left, will get the benefit.

I am at this time in the office as storekeeper and making my living, although I don't get very much pay. I am working every day, Sunday not excepted. Some day I will come to an end. I have come to the conclusion that it is better to wear out than to rust out. Yours fraternally,

S. R. CLARK, Div. 720.

### Bro. Frank Swandoller, Div. 82, Honored

SIoux CITY, IA., Dec. 30, 1915.

EDITOR JOURNAL: I see by the JOURNAL that it is customary to write a little history of one's life upon receipt of an honorary badge.

I began working on the Minnesota Valley Railroad peddling spikes at the age of 16 years, May 18, 1866. It was changed later to the St. Paul & Sioux City, and then to Chicago, St. Paul, Minneapolis & Omaha Railroad.

I was a wiper one year and six months, and started fire in the fall of 1868. I fired for five years, and was promoted to engineer in 1873, by master mechanic J. J. Butterfield.

I joined the Brotherhood August 1, 1875, Division 150, in Minnesota, and transferred to Div. 82, in Sioux City, and still am a member of the same Division.

A short time ago I received an honor-

ary member badge, which I consider one of the greatest gifts I ever received, and wish to express my gratitude and thanks to all who helped in securing this badge for me.

Fraternally yours,

FRANK SWANDOLLER.

Bro. W. Barrett, Div. 37

MATTOON, ILL., Jan. 15, 1916.

EDITOR JOURNAL: Enclosed please find photo of Bro. William Barrett, who has



Bro. Wm. Barrett, Div. 37

been a member of Div. 37 for 48 years. Bro. Barrett has never missed paying an assessment or other duty required of him, and is one of the loyal members who stood by the Brotherhood in its early days and helped to make it the grand Order it is today.

W. H. MORRIS, S.-T. Div. 37.

Bro. J. P. Schoenberger, C. E. Div. 804

CINCINNATI, O., Jan. 12, 1916.

EDITOR JOURNAL: Enclosed you will find a brief record of the years of active service of Bro. J. P. Schoenberger, C. E. of Div. 804, which the members of the Division would like to have published in the JOURNAL. Bro. Schoenberger was requested to write of his long experience, and his reply reads as follows:

In reply to your letter, will say I am only too well pleased to give you an idea of the many years of service I have enjoyed as an employee of the O. & M. and B. & O. S. W. R. R.

I began as engine wiper in the year of 1861 at Storrs roundhouse, and after several months fired extra in yard for about one year, and during a slight business depression I went switching in yard at Cincinnati at night for about two years. During this period we had the third and fourth rail connecting in Cincinnati terminals, O. & M. and Erie being broad gauge, C. H. & D. and M. & C. being the standard gauge connecting into Storrs over White-water Canal swinging bridge. The I. C. & L. coming into Storrs over trestlework along the river bank and the engines of all being handled at Storrs roundhouse. Mr. Wm. A. H. Louis, general manager, with headquarters at Cincinnati, always preached Safety First, and continually cautioned the men to be careful, as in those days crooked links, three links coupling wooded brake beams hanging down on end of cars, stumped toad switches and heavy bumping block on each side of the couplings in most of the cars, made rail-roading an exceedingly dangerous proposition.

In 1864 I was put on as fireman by Mr. A. H. Harris, G. M. M., in yard service, and after a short time was put on road in freight and passenger service. The last two years I fired Nos. 1 and 2 between Cincinnati, Seymour and Louisville, firing with wood and coal. In September, 1871, I was promoted to engineer, doing construction work and extra road work, and was then put in yard service regular, and doing all extra freight and passenger work between Cincinnati, Seymour and Louisville. This continued for about 10 or 15 years, when a regular extra road board was established at Storrs for road work and seniority rights in yard and road separated. I gave up my road rights and have been in yard service until present date. On April 3, 1873, I joined Division 39 of Brotherhood of Locomotive Engineers, Seymour, Ind., and later was transferred to Division 95 at Cincinnati, Ohio, until Division 804, composed of engineers of Cincinnati yards, was organized, when



Bro. J. P. Schoenberger, C. E. Div. 804

I became Chief of same. I have been a member of B. of L. E. in good standing continuously for over 40 years and appreciate the recognition given me by the Grand Lodge of same at its recent convention, when I was elected honorary member of the G. L. D. and presented with badge of same.

The greatest pleasure I have in life is to look over my years of service and know that I have never killed or crippled or even injured anyone, and never had but few accidents, and them of minor nature.

Yours respectfully,

J. P. SCHOENBERGER, Chief Div. 804.

Bro. Thomas Burr, Div. 188

STRATFORD, ONT., Jan. 14, 1916.

EDITOR JOURNAL: Enclosed please find photo of Brother Burr and wife.

Brother Burr has been a member of the B. of L. E. for 45 years, and was continually in railway service for 60 years.

At a regular meeting of Div. 188, Dec. 15, 1915, Brother Burr was presented with an honorary membership badge by Chief Engineer C. Robertson. He highly appreciates the gift and wishes to thank the Grand Officers for the honor conferred upon him.

Brother Burr was born at Grimsby, England, May 3, 1840, and came to Canada with his parents in the year 1852, making their home at Brantford, Ont. The first work he performed was with the B. & L. H. Railway looking after their engine on ballast train at Smith's Creek. He was then 16 years of age. He then went over to the United States and secured a position as fireman on the Erie System. In 1867 he returned to Canada and secured a position on the Grand Trunk in their shop at Brantford as engine hostler. After being there two years he was transferred to Toronto and given an engine running east and west out of that terminal until 1873, when he was transferred to Stratford, and has remained here until relieved from active service and given his pension.

Brother Burr during his career has been active. He has filled the office of Chief Engineer for several terms, and has been a member of the Local Grievance Committee.

He is now in his 76th year and in fairly good health, and will be pleased to have any of the old veterans of the Organization drop him a postal at his home, 53 Shakespeare st., Stratford, Ont., Can.

D. J. O'BRIEN, S.-T. Div. 188.



Bro. Thos. Burr and wife

**Bro. Thomas Hollinrake Honored**

BRANTFORD, ONTARIO, CAN., Dec. 13, 1915.

EDITOR JOURNAL: On Sunday, December 5, Brother Hollinrake made a visit to his Division, 188, Stratford, Ont., and while there was made the recipient of an honorary badge of the G. I. D. by Chief Engineer C. Robertson, and considers this one of the greatest gifts he ever received, and wishes to express his thanks to those who helped in securing this badge for him. In telling of his ex-



Bro. Thos. Hollinrake, Div. 188

perience in response to the presentation he said:

"I have been living retired for the past 10 years, but previous to that was fireman for four years and locomotive engineer for 45 years, being for 49 years on a locomotive engine.

"Coming to Canada from Bacup, England, at the early age of 16 I first commenced work on the G. W. R. in their wood yard at Paris, Ont. From there I went to Windsor to run a stationary engine under the superintendency of T. Patterson, master mechanic.

"Leaving the G. W. R. I went to Brantford in September, 1856, and started working for the B. & L. H. R. in their shops. I commenced as fireman in

November, 1856, before the B. & L. H. R. was finished to Stratford, and was fireman on the first train that ran to Goderich on the completion of the road.

"In 1860 I was promoted to engineer, and in 1861 left the B. & L. H. R. to go to Toronto as engineer on the G. T. R.

"In the meantime the G. T. R. absorbed the B. & L. H. R., and I left Toronto in 1866 and settled in Brantford as engineer on the G. T. R. there.

"I was a member of the first committee of engineers that interviewed the officials of the G. T. R., and was also on the committee when there was a little unpleasantness between the engineers and the company during the winter of 1877.

"When a charter was granted to Div. 188, Stratford, in 1875, I was elected Chief Engineer, being previous to that time a member of Div. 68, London, Ontario.

"I was delegate to the Detroit Convention in 1866, to Boston Convention 1877, and also to New Orleans and Richmond, Va. While at Richmond I was elected on the committee to settle the C., B. & Q. strike at Chicago.

"During my long time on a locomotive I was fortunate in never being in any serious accident and am still enjoying the best of health, and I extend fraternal greetings to all members of the Brotherhood of Locomotive Engineers."

MEMBER DIV. 188.

**Bro. T. N. Mann Honored**

NORFOLK, NEB., Jan. 27, 1916.

EDITOR JOURNAL: On the evening of December 30, the members of Div. 268, their wives and sweethearts and the Division officers of the C. & N. W. Ry., enjoyed a banquet served by the ladies and given in honor of the 40th anniversary of admission into the Brotherhood of Theodore N. Mann. The Grand Officer had made him an honorary member of the G. I. D., and presented him with a badge which he prizes very highly. All vied with each other to do honor to the man we respect. Mr. S. M. Braden, our general superintendent, speaking of Brother Mann's record, said: "It had not a mark against it." This of itself would make



Bro. Theodore N. Mann, Div. 268

most any man happy. We often marvel at the high standards the founders of the Brotherhood of Locomotive Engineers set, but when we come to know, it was men like Brother Mann who launched this great Order years ago. We have never met a man who measured up to the motto, Sobriety, Truth, Justice and Morality, more perfectly than he.

Rev. John Poucher paid a high tribute to Mrs. Mann, who was not able to attend the banquet on account of sickness. She and Brother Mann were married in 1877, and to them were born four sons and three daughters, and it was the ambition of these parents to give their children not only a common school education but have finished them up in college. This is surely an ideal family.

Our superintendent, Mr. C. H. Reynolds, said he hoped Mr. Mann would finish out his time with the company and then live many years to enjoy the fruits of a well-spent life and his pension.

Brother Mann has given his entire life to the C. & N. W. Ry., having started working for them in 1868, when 19 years old, on the Sioux City & Pacific, now the C. & N. W. Was given a position as passenger engineer in 1875, and has been in

that service ever since. His run is now from Missouri Valley, Ia., to Hastings, Neb., living in Hastings.

Fraternally,  
C. J. HIBBEN, S.-T. Div. 268.

### Bro. John McCoy, 45 Years a Member

CORNING, N. Y., Jan. 15, 1916.

**EDITOR JOURNAL:** I began my railroad career on the Catawissa Railroad in April, 1868, as water boy on a worktrain, and from water boy to braking; from braking to firing, and was promoted to engineer in November, 1870, on the Catawissa Railroad. A. J. Prescott was master mechanic at that time.

I joined Div. 76, Brotherhood of Locomotive Engineers, in June, 1871, and was a member in good standing until the strike on the Reading Railroad in 1877, when we were not able to keep up the Division and had to give up the charter. In 1878 I was transferred to Div. 31, Cleveland, O., and was a member here until Div. 244 was organized at Corning, N. Y., when I went to that Division as a charter member and am a member in good standing.

After 32 years of service on the N. Y.



Bro. John McCoy

C. and Fall Brook Railroad as engineer, I had the misfortune of having my hearing injured by running a leaky engine, and could not pass the required examinations on hearing, and was taken out of service on that account in 1911 and was put on the retired list with a small pension, hardly enough to keep the wolf from the door; but thank God that it isn't any worse with me. I haven't been able to do a day's work in five years, but I have been loyal to our noble Order, the B. of L. E., and have paid all assessments, including the C., B. & Q. assessments.

During the strike on the Reading Railroad I had a little property, but had a family of seven to keep, so had to mortgage my property to keep my family and lost all I had; but I am very proud of 45 years as locomotive engineer. There have been a good many changes in all of those years, but I am proud of the fact that in all the 45 years that I ran an engine I only had four small wrecks, and they were no fault of mine. Never crippled a brakeman coupling behind me, and never killed anyone. I will close with best wishes for our noble Order, the B. of L. E.

Fraternally yours,  
JOHN MCCOY, Div. 244.

### Bro. C. W. Frothingham Retired

BARABOO, WIS., Jan. 2, 1916.

EDITOR JOURNAL: Brother Frothingham, more commonly known as "Frothy," was retired on a pension December 31, 1915, in accordance with the rules of the C. & N. W. Ry. Co., and as he was the oldest engineer in years of service on the Northwestern Railway and has a very unusual railroad record, it gives Div. 176 a great deal of satisfaction to furnish the readers of the JOURNAL the following short sketch of his railroad career:

Brother Frothingham was born in Concord, N. H., Dec. 8, 1845, and when he was 12 years old moved with his parents onto a farm in McHenry county, Ill. At the age of 15 he began work for the contractors and helped to build the railroad from Harvard, Ill., to Kenosha, Wis., and on Sept. 25, 1863, he started to work for the Chicago & North Western Railway Company as fireman, and

on Aug. 25, 1865, was promoted to engineer, running on the Madison Division from Harvard, Ill., to Madison, Wis. His first engine was the "Old Ham," an engine brought North during the war, and was afterward used as a switch engine in Harvard yards. In the early '70s when the North Western was extended from Madison to Elroy, Brother Frothingham pulled the construction train and after the road was finished to Baraboo, Wis., it was he who pulled the first passenger train which was loaded with railroad officials and prominent people from the surrounding country to take part in an elaborate picnic and celebration. The entry of this passenger train was an important event in the history of Baraboo. After the road was finished to Elroy, he took the St. Paul Limited, running from Harvard to Elroy, during which time he pulled the first vestibuled train built for the North Western Company.

In 1887 Brother Frothingham moved to Lancaster, Wis., his present home, and took a passenger run from Lancaster to Madison and return, daily, afterwards changed from Lancaster to Galena and return, where he has just rounded out a record of over 52 years on an engine all for the same company, and on one division of the road.

Brother Frothingham has always been in road service, and a steady, faithful worker, and has run an engine a little over 2,200,000 miles; or to make it easier to comprehend, a distance equal to 88 times around the world, during which time he has been remarkably free from accidents. Brother Frothingham joined Div. 73 at Madison, Wis., in September, 1867, and took out an insurance policy in the B. of L. E. in 1868. He was transferred to Div. 176 in 1877, where he has rounded out over 48 years, a member of the B. of L. E., all of which time he has been in continuous active service as an engineer. The length of time running an engine for one company on one subdivision of the road; the great number of miles run; and the 48 years an active member of the B. of L. E., are three points that stand out as being very rare and perhaps surpass any other man's record up to the present time.



Bro. Chas. W. Frothingham and Wife

Brother Frothingham and wife are enjoying good health and they have a host of friends who wish for them many more years in which to enjoy the fruits of a well-spent life. Upon the completion of his fiftieth year of service as an engineer, these lines came to him from an old-time friend, a man who has himself made a big place in the world:

"Yes, a thought indeed, you old grey-beard!  
You old safety appliance, toggled out in your dress suit.  
Just you and your watch! You've been on time for fifty years.  
Your eyes are dimmed and cinder-scarred, watching the rails while we rode and slept.  
You've stuck to the train,  
You've plowed thru the night with the faith of a saint.  
Now, stand aside for a newer man, with a record to make.  
But, after a while you'll plow the way with the stars in your trail, and if it be His plan, I'll ride with you,  
Charles Frothingham."

H. H. TINKHAM, Div. 176.

### Bro. J. J. Murphy, Div. 489

COVINGTON, KY., Jan. 12, 1916.

EDITOR JOURNAL: As the writer often reads in the columns of the JOURNAL of engineers that have stepped down off the engine on account of personal injury and not able to follow their regular vocation, but through their efforts and those of their

friends have met with success in other lines of work, I wish to say that Div. 489, Covington, Ky., has one that is worthy of special mention, in the person of Bro. J. J. Murphy. In the year 1908, Brother Murphy met with an accident while running an engine on his regular fast freight run that caused him to never be able to run an engine again. Outside of owning his own home he did not have any too much of this world's goods, but he kept a stiff upper lip and managed to provide for his wife and children. It ought to be said here that his dutiful wife did her part also in this time of trouble. Brother Murphy was induced to run for City Jailer in the year 1911, and it is recorded that he was elected to a four-year term, and, from all paper accounts, the citizens of Covington are not sorry that they elected him, because he has made a grand record and has a letter from the General Prison Inspector stating he keeps the cleanest jail of all that have come under his supervision. December 31, 1915, his four-year term expired; then from that time on it is an appointed office under the city commission form of government, and he was unanimously appointed to succeed himself for another term, so on Jan-



Bro. John J. Murphy, Div. 489



uary 3 was the day all elected and appointed officers took their oath. The writer was a guest of Brother Murphy and we called on the mayor and four commissioners, and as we entered their private offices we were received with a glad hand and, of course, congratulations were in order. Each office looked more like a flower garden than it did like a city office. After that I was invited to dinner with Brother Murphy and it consisted of everything a good market could afford. The five hours that I was in his company were well spent, not that I was any special favorite of Brother Murphy's. I wish to say that any B. of L. E. member would have been just as royally entertained. If any engineer who reads this is on a trip, be sure and stop off at Covington long enough to call upon Brother Murphy at the city jail and he will take great pleasure in showing you one of the finest and cleanest city jails in existence. You see, Brothers, it is good to get acquainted with such a place, so if we should ever have to go there it won't seem so strange. My wife and I were one day being escorted through the jail and I was put in a cell, and my wife, a member of Div. 130, G. I. A., was put in the dungeon for a while.

If Brother Salmons will favor Div. 489 by allowing this compliment to Brother Murphy to be sent broadcast, we, the members of Div. 489, 125 strong, will consider it a favor.

Yours fraternally,

W. W. BREWER, Div. 489.

**Bro. John D. Cook, Div. 447**

BELLEVUE, O., Dec. 31, 1915.

EDITOR JOURNAL: Bro. John D. Cook has not pulled a throttle for the past 26 years, yet he is one of the most widely known and most respected B. L. E. men in this section of the country.

He was promoted on the Pittsburgh Division of the Pan Handle and initiated into Iron City Division, Pittsburgh, Pa., in 1883; came to the Nickel Plate in 1884, and together with Bro. Chas. Dean, obtained a charter for Div. 273, at Conneaut, O., the year following.

He retired from railroad service of his own accord in 1888, with a record for faithful and efficient service as an engineer, that he is even yet, justly proud of,

and engaged in mercantile business at Bellevue, O., where he later branched out in manufacturing and banking. While his great success in these lines attest to Brother Cook's business capacity in a measure, which commands the admiration of everyone within his wide circle of friends, we of Div. 447 have additional cause for admiring him, for during all the years of his business success his interest in the B. of L. E. never flagged. Though having retired from the road he was the prime mover in the organization of Div. 447, at Bellevue, O., in 1890, where he has ever been its most active member. He served 10 years as F. A. E., 12 years as Secretary of Insurance, and in short has always been a leading spirit in the Division. While his business brought him in contact with men prominent in commercial life, he always retained a keen interest in the affairs of the railroad and its engineers, and his wise counsel was often sought in adjusting matters at issue between them. But it is not for his rare business ability and faithful, untiring efforts in behalf of Div. 447 that Bro. John D. Cook will be most fondly remembered by the railroad men in this section, for while he played those parts well he was strongest in the role of the "Good Samaritan." His time, counsel and his purse were often freely given to a worthy Brother, and to split no hairs on the matter of worthiness either, for his sympathies and generosity are as boundless as his acquaintanceship among railroad men.

Brother Cook has disposed of his interests here, he having during the past four years become interested in Florida, where he is identified in a large way with the development of that land of sunshine and flowers. He has recently received the appointment as sales manager of a large real estate concern at Loughman, Fla., with offices at Detroit, Pittsburgh, Cincinnati, Cleveland and Bellevue, O.

We, of Div. 447, together with Brotherhood men in every branch of the railroad service here, will miss Brother Cook from this community. The engineers will especially feel the loss, but we gladly tender him, in part payment for the deep interest and generous spirit he has shown



Bro. J. D. Cook, Div. 447

in promoting the welfare of our Division and its members, the kindest wishes and most earnest hopes for success in his new field of endeavor. Fraternally,

T. P. WHELAN, Div. 447.

### Bro. M. J. McGrath, Div. 18

EDITOR JOURNAL: Brother McGrath, on the N. Y. C. Ry. 53 years, having attained the age of 70 years, is pensioned by that company, of which the *Batavia Daily News* says:

"When Michael Joseph McGrath, of No. 65 South Main street, closes the Byron pusher throttle in the New York Central roundhouse and finishes his day's work it will be the completion of a remarkable railroad career and mean his retirement on a pension. He became 70 years of age, the age at which railroad employees are pensioned.

"Mr. McGrath was born in Limerick, Ireland, and came to Batavia in 1862, when 17 years of age, and settled in Batavia. He commenced working for the New York Central on his birthday anniversary that year under the late James McCulley, track foreman. This was his first real work at making a livelihood, and all during the 53 years from that time

until now he never had any other employer excepting the New York Central Railroad.

"Being provided with a good education in Ireland, Mr. McGrath did not have to remain long at track work. Within a year's time he was promoted to a position in the Batavia freight house. After that he became baggageman at the Batavia depot. He was working in that capacity when Abraham Lincoln passed through Batavia on his way to Washington, D.C., for his second term as President, and when the body of the martyred President was taken back to his home from Washington. He was also baggageman when the body of Dean Richmond, president of the New York Central, was brought to Batavia. The baggageman in those days also handled the express and the mail, delivering the mail to the postoffice in a wheelbarrow.

From baggageman, Mr. McGrath took a job on the work train. He began firing a locomotive in 1870. Wood-burning engines were still in use at that time. He fired engines and ran engines extra until 1880, when he was assigned to a regular run, operating a pusher engine on the Byron hill. Since that time he has been at



Bro. M. J. McGrath, Div. 18

the same occupation, working from 6:30 a. m. to 6:30 p. m., daily, including Sundays. He never lost any time on account of sickness, and he never had an accident worth mentioning. During his whole working career for the Central, it is figured that his vacations and single days off, to attend funerals, etc., would not make six full weeks.

He is in perfect health, and as to his sight and hearing, he is still able to pass the locomotive engineer's careful examination just as well as men years younger than he. He has always been a staunch Democrat. Being a studious reader, he is well posted on the events of the day.

Mr. McGrath is a member of the Brotherhood of Locomotive Engineers, St. Mary's church and the Batavia Lodge of Moose. The pension he will receive from the railroad is a substantial sum, based on the amount of his wages, and in a short time he will also be entitled to pension money from the Engineers' order. The railroad pension alone will permit him to live comfortably."

#### Bro. Roscoe G. Hilborn Honored

PORTLAND, ME., Jan. 27, 1916.

EDITOR JOURNAL: Portland, Me., Div. 40 has one member of whom it is proud and whose history and life work for our Order deserve more than passing notice.

On February 22, 1916, Bro. Roscoe G. Hilborn will have been a member of Div. 40, 50 years.

He joined the Division when it and our Order were both in their infancy, at a



Bro. Roscoe G. Hilborn, Div. 40

time when it took strong, deep-thinking men to take a step that was more radical and uncertain in its consequences than at present. From the first Brother Hilborn took a deep interest and an active part in the affairs of our Order.

He has filled all of the important offices—Chief for a number of years, Treasurer of the Division and of the Insurance for a long term of office, and a very efficient "watchdog" of the treasury.

He was representative to the G. I. D., member of the General Board of Adjustment for many years, and filled each and every office with efficiency and fidelity.

Loyal to his fellow members, and faithful in the service of the company, he has always enjoyed the confidence and esteem of both.

Brother Hilborn has seen Div. 40 grow from a small, struggling Division to its present strength and powerful position, and has been one of the most important factors in its upbuilding.

He has seen the motive power grow from the little 12-inch cylinder, inside connected, drop hook, wood-burning engine, to the present Pacific Mikados and compounds, and has taken an active part in all the changes and conditions that have occurred.

As an engineer, he was always one of the best in service, ability and deportment—one of those whom the officials could always depend upon in case of emergency.

Our members speak of him as "Father Hilborn," and his advice and counsel are accepted with great respect.

Brother Hilborn since his retirement is spending his days with his very devoted family, three married sons, worthy sons of a worthy sire, business and professional men, and an estimable unmarried daughter, with whom he makes his home, his loving wife and loyal companion having passed away a few years ago.

Respected by his brother engineers and employers, an esteemed citizen, he is enjoying that well-earned rest that comes with peculiar fitness to a manly man who has done so much to make the world better. May he be spared for many years to his family, his friends and Div. 40, is the wish of

GEO. C. COBB, Div. 40.

#### Bro. J. H. Garvey Honored

EDITOR JOURNAL: On last Sunday night, February 6, after the business session of the B. of L. E., at their clubrooms, Mr. J. H. Garvey, one of the oldest members and Secretary, was surprised by the members who are engineers of the Y. & M. V. R. R., on the New Orleans and Vicksburg division, when Mr. McLaughlin, in a praising manner, presented him with a handsome watch chain and fob, also a Morris chair. Mr. Garvey having reached

the age limit last September was retired and now, while at leisure, he can rest in the Morris chair and watch the time fly by. He will always think of the loyal Brothers who held him in such high esteem.

Following the presentation, addresses were made by A. Blankenship, H. Rosson, A. W. Durkee, J. B. Anderson, J. R. Smith and others, who told how worthy Mr. Garvey was of this tribute.

The following is a sketch of his past life as told by himself:

"I was born in Yorkshire, England, on September 9, 1845, and with my parents immigrated to the United States in 1852, and landed in the city of New York and lived there for some time. We moved around to other places until 1857, when my father went to railroad building as a contractor in the grading of same.

"In 1861 I had a contract on a road in North Carolina, called at that time The Charlotte, Rutherford & Wilmington R. R., at a place called Wadesboro. The war between the States broke out and stopped railroad building, and all my father's men volunteered in the Confederate Army.

"I was offered a position riding the mail from Ansonville, N. C., to Cheraw, S. C., a distance of 35 miles, which I accepted, and made the trip one way every day. I worked at that until the summer of 1863, when I volunteered in the Confederate Army in the field artillery and was in Gen. R. E. Lee's army. I remained in it until Gen. Lee surrendered at Appomattox, Va. I was in a good many battles while serving and was within a few feet of General Grant and General Lee when they sat under an apple-tree arranging the terms of surrender, and I brought a piece of the tree home with me.

"After I received my parole I started home to Mississippi where my parents had moved while I was in the army. I had a very hard time getting home, as all the railroads had been torn up by the armies, and very few boats running, so I had to walk a great deal of the way—some 700 miles.

"I was at Fortress Monroe the night that President Lincoln was assassinated, with some two or three hundred other Confederates. I was put in prison and kept there for about two weeks and I did not reach home until the latter part of August in 1865. After getting home I was employed by the Southern R. R., which is the A. & V. R. R., to take a lot of laborers to Bolton Station. After arriving there I was put in charge of a gang of them and sent out to rebuild culverts and small trestleworks, which had been burned down by the armies. I remained but a short time at that, as I was laid up with the swamp fever and was not able to work for months and remained at home.

"After gaining strength I returned and went to work at track and bridge work

for the same road, but the name had been changed to the Vicksburg & Meridian R. R. I worked at that for about two years, after which I went to work in the shops at Vicksburg, Miss., belonging to the same road.

"After working in the shops for some time I was offered a position as clerk in a grocery house, which I accepted, and worked at that business for seven years. Business becoming very dull on account of short crops and shortage of money, merchants failed and clerks' wages were so reduced that I could not make a living, having married, and had a wife and child to support. I returned to railroading again as a brakeman on the Vicksburg & Meridian R. R. I followed this for about two years and then went to firing. I fired for two years and was promoted to engineer. I ran on that road until August, 1884, when I resigned to go to work for the Y. & M. V. R. R., which was in course of construction. I ran an engine in construction work for about a year when I was placed in freight service between Vicksburg and Memphis, Tenn. I remained in freight service three years and was placed in passenger service between the same towns. I ran passenger for three years, when I was taken off on account of defective vision and was made night foreman of the Vicksburg shops. I filled that position for nearly two years, when I was made general foreman at Wilson, La.

"I held that position for ten years, and becoming dissatisfied I asked for a change. I was given a switch engine, which I ran for about six months, when I was given



Bro. J. H. Garvey, S.-T. Div. 281.

the position of engine inspector in the Vicksburg shops.

"I held that position for twelve years, until the 1st of last October, when I was retired on the age limit, having become 70 years old on the 9th of September, which is the age limit on the Y. & M. V. System. I have worked for the Y. & M. V. R. R. for 31 years and have been in railroad service altogether about 45 years.

"I am a charter member of Div. 281, B. of L. E., which was organized May 10, 1885. Before we organized Div. 281 we received \$3.75 per day in all classes of service, and 24 hours constituted a day's work, no such thing as overtime, no matter how many hours you worked. After we organized Div. 281 we appointed a committee and they asked for a contract from the company, which was granted, and we got a very good one, or was considered so in those days. Instead of going to the pay car and drawing \$115 for a month's pay, we got from \$135 to \$175, and also had very good working conditions. I am still a member of the good old Order, and have been Secretary-Treasurer the last seven years. I am also a member of the Pension Association and have been getting my benefits from it ever since I have been retired. I think it is one of the best moves the B. of L. E. has ever made and is a good thing for young and old, as it is providing for disability of young and old so that they will be independent of every one.

"In all my long service I was generally treated kindly by the railroad officials and with kindness and respect by my fellow employees, which I appreciate. I also have kind Providence to thank which has taken care of me through all the dangers I have passed, as I was on the battlefields of Virginia where shot and shells were flying thick and my comrades falling around me when a boy of 17 years old, and while in railroad service I had turned over engines, collisions and numerous other accidents, and never had a bone broken. MEMBER DIV. 281."

### Annual Report of Health Insurance, Div. 53, B. of L. E., Jersey City, N. J.

#### OF 327 MEMBERS, 228 BELONG TO HEALTH INSURANCE

##### JANUARY 1, 1916.

Cash on hand January 1, 1915.....	\$ 532 01
Total amount received from dues.....	7,132 25
Interest on account.....	8 86

Total.....	\$7,673 12
Paid out in sick benefits.....	\$6,386 00
C. Metz, salary.....	200 00
Stationery.....	10 60
	<hr/> \$6,605 60

Balance on hand January 1, 1916.....\$1,067 52

Sixty-eight members received benefits during the year 1915.

1.....	\$ 1 50
1.....	3 00
1.....	4 50
1.....	7 50
2 each.....	9 00
3 each.....	10 00
2 each.....	13 00
1.....	16 00
1.....	17 50
1.....	21 00
2 each.....	23 00
1.....	26 00
1.....	29 00
1.....	31 50
1.....	33 00
1.....	37 50
2 each.....	40 00
1.....	47 50
2 each.....	54 50
1.....	64 50
1.....	66 00
1.....	80 00
1.....	86 00
1.....	87 50
1.....	118 00
1.....	135 00
1.....	140 00
1.....	196 00
1.....	201 00
3 each.....	240 00
1.....	245 00
1.....	360 00

Total benefits paid.....	
Number of members January 1, 1915.....	229
New members during 1915.....	5
Members dropped.....	5
Deceased.....	1
Membership January 1, 1916.....	228
George Scott, who died during the past year, received as benefits \$5,580.00.	

Assessment for 1915 for dues, \$31.50.

Respectfully submitted.

JOHN H. WARREN,  
JOHN C. LEE, Auditing Committee.  
C. METZ, Secretary-Treasurer.

### Railroad Men's Home

HIGHLAND PARK, ILL., Feb. 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month of January, 1916:

#### B. OF L. E. DIVISIONS.

Div.	
88.....	\$12 00

#### G. I. A. DIVISIONS.

Div.	
320.....	\$5 00

#### SUMMARY.

Grand Lodge B. of R. T.....	\$ 2637 98
Grand Lodge B. of L. F. & E.....	1335 15
Grand Division, B. of L. E.....	26 40
Grand Division, O. R. C.....	350 00
B. of R. T. Lodges.....	98 00
O. R. C. Divisions.....	12 00
B. of L. E. Divisions.....	12 00
L. A. to O. R. C. Divisions.....	11 00
G. I. A. to B. of L. E. Divisions.....	5 50
Dividend or Carhartt stock.....	14 00
Sale of junk.....	2 50
Sale of rags.....	6 25
From the contribution box in trainmen's room of Lodge 428, B. of R. T.....	3 25
Hamilton Carhartt, Detroit, Mich.....	25 00
George E. Howard, Div. 183, B. of L. E.....	4 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
From a member of Div. 249, B. of L. E.....	1 00

MISCELLANEOUS. \$4471 43

Five towels, 2 pairs of socks, tobacco and pipes from Lodge 497, L. A. to B. of R. T.

Quilt from Lodge 33, L. S. to B. of L. F. & E.

Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas.  
Railroad Men's Home.



### Blustering March

Perhaps of all the months of the year, March is the most disagreeable, owing to the prevailing winds in this climate.

After a few months of winter, with its ice and snow, we look with anxious eyes toward the coming of spring, and therefore the month of March seems the hardest to weather through. For every day of sunshine there are three of storm, and our hearts long for April, with its smiles and tears and the budding of the sweet spring flowers. And yet March is not without its pleasures! Looking from my window I see the earth covered with a sheet of ice and snow, and while it is very cold, everything looks pure, and the boys and girls are enjoying the coasting afforded by the slippery street.

Happy days of youth! All seasons have pleasures for the young, and we would not take them from them. Children should be happy at all seasons of the year, for each one brings its joys. Blessed is the home where the children are allowed to be happy.

I say "allowed" because there is such a thing as making them unhappy in the home, where they should find their greatest pleasure.

Constant nagging and fault-finding has embittered many a boy's life and driven many a girl from home. Why do so many of us forget that we were young? How differently things looked to us then! Why, we even enjoyed the ice and snow just as these children do now, and here we are wishing for the springtime and flowers. Happy is the man or woman in middle life, passing on to old age, who can look back through the vista of years and think lovingly of the parents who gave to him a happy childhood. A child never forgets nagging and petty fault-finding, but will grow into a beautiful life in a home where love and kindness prevails and where its feelings are at least respected.

So let us welcome this month of March, even though our youth is past; let us find some pleasure in watching the children from the window, as they coast, slide and throw snowballs, keeping the fire bright to warm them when they come in, and they in turn, when middle age comes to

## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Winter

Over the meadow the cold winds are blowing.

Over the river the ice-sheet has spread  
And only the rapids are loud in their flowing  
While all the gay music of summer has fled.

Over the grave of his children is bending  
The gray forest tree standing cheerless and lone,  
And silently down from the heavens is wending  
The snowflake, sad ghost of the daisy that's gone.

Sad by the river the willow is sighing,  
White as the snow is the sycamore tree,  
Over the landscape the old year lies dying—  
I hear in the distance the moan of the sea.

And is this the end, then, of loving and living?  
And is this the end of earth's beauty? Ah, no;  
Beauty is deathless and heaven forgiving—  
Summer is sleeping down under the snow.

Summer and happiness sleep there together—  
Winter and sorrow are brief in their reign—  
Soon will the roses bloom out of the heather  
And earth will rejoice in its beauty again.

—Boston Transcript.

them, will look from their windows on just such a scene, and methinks I can hear them say, "Gee, that's the way I used to have fun when I was a kid." And so the influence of a happy childhood will extend on throughout the ages; we will look forward to the spring, knowing that beneath the ice and snow, somewhere the flowers are sleeping. M. E. C.

### Words of Appreciation

How eagerly I opened the February number of the JOURNAL to see if some Sister with more time and talent than I had written in appreciation of the January JOURNAL. Were ever so many beautiful and helpful thoughts expressed? My Sisters, every article was a jewel.

To study and practice them would surely bring us closer together. Those articles prove to us the caliber of our Grand Officers. To me they are not only Grand Officers, but grand women.

The memory of the convention at Cleveland will always remind me of a bright spot in my life, and I am thankful to the members of my Division who gave me the opportunity to meet our Grand Officers.

Such women as Murdock, Cassell, Bailey, Merrill, Wilson and Boomer are never to be forgotten, and our beloved Chaplain, Sister Turner, whose letter was a prayer. These words from her pen, "Let those help now who never helped before, and those who always helped, help now the more," should be pondered over and practiced. I have enjoyed reading about the schools of instruction, especially the one at Buffalo, as I have met the President, Sister Watkins, and am sure the recipients of the kids were glad they were not crying ones. MEMBER OF DIV. 190.

### Care of the Baby

#### AFTER THE SECOND YEAR

(Prepared by the Children's Bureau, U. S. Department of Labor)

When the baby reaches the third year he should be fed four times a day at regular intervals, having the heaviest meal in the middle of the day.

It is of the utmost importance to teach him to chew his food carefully, and thus to take plenty of time at his meals. But

since his tiny teeth can only partly masticate his food, this should be properly prepared for him. Meat should be cut into small pieces, vegetables either mashed or put through the colander, and all cores, skins and seeds should be removed from fruits.

He should not be allowed to drink while eating solid food, lest he fall into the habit of washing down his food before it is thoroughly chewed, as do so many of his elders.

The following foods are recommended for children from two to three years; and a daily program is suggested for the convenience of the mothers:

7:30 a. m.: Cereal: Well-cooked oat, wheat or corn preparation, with thin cream or milk and very little sugar. Cereals should be cooked three hours in a double boiler, and flavored with a little salt when being cooked. Glass of whole milk, warmed in the cool months of the year. Egg, soft boiled, poached or coddled. Toast, or dry bread and butter.

10 a. m.: Fruit: Use one orange and strain the juice, or a baked apple, and two graham crackers; or warm milk, one glass, with dry-bread or toast.

2 p. m.: Vegetable soup: One teacupful, or meat broths with rice or arrowroot. Meat: Beef, mutton, or chicken, broiled, roasted, or boiled, or fish, cut into small pieces, flavored with a little salt. Use no pepper, sauces or condiments. Potato: Baked, mashed, with a little salt, butter and milk; or salt and cream; or boiled rice or spaghetti, both thoroughly cooked; with butter or cream. Green vegetables: Either carrots, asparagus, string beans, peas, spinach, young beets, or squash, each cooked until very soft, with a little salt in the water; strained through a colander or mashed. Dessert: Apple tapioca pudding, or baked apple, or apple sauce or stewed prunes, or plain custard, or junket. Drink: Water. No milk at this meal. Stale bread, with butter.

6 p. m.: Bread and milk; or cereal; farina, arrowroot, or wheat, or milk; or milk toast; or dry toast, or bread with glass of milk.

Raw fruit juice and milk should not be given at the same meal.

Do not give a child of this age any of

the following foods: Pork in any form, or salted meats or salted fish, cabbage, onions, celery, radishes, lettuce, cucumbers, or raw tomatoes, hot breads, or griddle cakes, sweet cakes, pastry, syrups, or jellies, nuts, or candies, bananas, nor any green or over-ripe fruit, tea, coffee, wine, beer, cider or soda water. Mothers are apt to err chiefly in the matter of sweets in feeding children. An excess of sweet food not only upsets the young stomach but destroys partially the appetite for plain food.

Children should be taught to eat simple, well-cooked food, but should not be forced to eat when they have no appetite. If a child shows a disinclination to eat some special food, which he ought to have, this should be given first at the meal, even if only a small quantity is eaten. Do not fall into the error of scolding the child at meal times, which should be one of the pleasantest hours of the day, full of fun and joy. A little judicious coaxing will usually result in the child's taking the right food in sufficient quantity.

Methods of preparing meats, vegetables and soups for young children are given in *Infant Care*, a little book which is sent free to all who ask for it, addressing the request to the Chief of the Children's Bureau, U. S. Department of Labor, Washington, D. C.

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#### Union Meeting at Louisville, Ky.

On January 31, 1916, a union meeting was held in Louisville, Ky., by Divisions 132, 239 and 258 in the Y. M. H. A. hall, with Sister Mains, Second Assistant Grand Vice-President, Sister Crittenden, Assistant Grand Vice-President of the G. I. A. to the B. of L. E., and Sister Pettingill, Grand Trustee of the V. R. A., as guests of honor.

The meeting was opened at 2:30 p. m. by Div. 132, Sister Collie, President, in the chair, who introduced and welcomed the Grand Officers in a most pleasing manner, after which they were given the grand honors. Each Division in turn exemplified some forms of the ritualistic work, which was favorably commented upon by the Grand Officers. We then en-

joyed talks from each Grand Officer. Sister Mains told of her visits to the G. I. A. meetings throughout the South, her pleasure at the many courtesies shown her, also of the good work being done by the Canadian ladies while their hearts are filled with anxiety for their loved ones engaged in the terrible conflict now going on.

Sister Crittenden recalled past pleasures enjoyed with the Louisville Divisions. Told of the good work being done by the Orphans' Pension Fund and the Relief Fund, also cited several instances; urged the Divisions to contribute to these funds and invited all the Sisters to come to the union meeting to be held in Richmond, Va., in September.

Sister Pettingill gave us a nice talk, telling of 132's first inspection, with Sister Crittenden as Inspector, and the many errors which caused much merriment (they know better now), and suggested that we hold union meetings more often, as it keeps a live interest in the work and urged us to do more for those who need our assistance.

Sister Collie then presented each Grand Officer with a corsage bouquet of pink carnations and expressed our pleasure in having them honor us with this visit and assured them of a hearty welcome always awaiting them and all the Grand Officers.

A motion was then offered and unanimously carried that Sisters Mains and Crittenden be made honorary members of the three Divisions.

Both accepted and expressed their pleasure for the honor bestowed upon them.

After the close of the meeting we repaired to the Old Inn, where a splendid dinner had been arranged for by the committee, to which all did full justice.

After dinner a theater party was given our Grand Officers, which was attended by many.

Then the good-byes and well wishes for a safe journey being said, a pleasant day ended that will long be remembered by all who were present.

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#### Twenty-Eighth Anniversary

Gratiot Div. 8, of Port Huron, Mich., celebrated its 28th anniversary on Decem-



ber 17, 1915, by inviting the Brothers of Div. 122, their wives and families to a chicken pie supper, served in the K. of C. Hall. Many responded, and with the children it made a merry crowd.

Each engineer present was presented with a small souvenir engine, and singing and dancing followed the supper, much to the enjoyment of all.

Only two charter members were present, Sisters Dillon and O'Dell. Letters of regret were read from four others now living in Battle Creek. The years have flown rapidly by, and in the space of 28 years this Division has seen many changes; from a small, crude beginning, this Order has grown in numbers and good works, and we are proud to know that this Division has had a part for so many years in the upbuilding of this splendid G. I. A.

SEC. DIV. 8.

### Our Principles

Air: "Where the River Shannon Flows"

There are some things, dear Brothers, we'd like you all to know

Upon what true, grand principles the G. I. A. will grow,

With Fidelity, Protection, and an ever open hand  
To help widows and orphans all over this broad land.

#### CHORUS

The G. I. A. is growing, long may it ever stand  
For Fidelity, Protection, and an ever open hand  
With Love for one another, and Charity for all  
Harmony within our ranks, with these we'll never fall.

There's a little flame now burning, we'll make its brightness real

The Silver Anniversary Fund, we'll fan it with our zeal.

We'll help the orphan children left by the engineer  
To widows show true sisterhood, to their homes we'll take good cheer.

—Mrs. A. M. Fosvig, Div. 185.

### State Union Meeting of Virginia and West Virginia

The Divisions in the States of Virginia and West Virginia held a union meeting in Hinton, W. Va., on January 27. The meeting was well attended and was honored by having two Grand Officers present, Sister J. M. Mains, of Toronto, Can., and Sister J. R. Crittenden, of Knoxville, Tenn. A pleasant session was held during the day, and Crewe, Va., was chosen as

the next place of meeting to be held in May.

In the evening a brilliant and appreciative audience gathered in Masonic Temple, where they enjoyed a musical program composed of home talent, and listened to addresses from visiting Grand Officers.

Thanks are due Mrs. G. H. Phillips and Mr. Frank Grant for the arrangement of the program, and to Mr. W. C. Shaaber for the efficient and humorous way in which he served as program master.

The exercises were opened by officers' drill by Div. 124, and closed by penny drill, which swelled the Flower Fund considerably.

This fund is used to buy flowers for the sick and to decorate graves of deceased Brothers and Sisters. Especial mention was made as to the form of draping the charter, which was very impressive. The entire meeting was a great success and much credit is due the home Division for the arrangements and splendid supper served after program was rendered. All visiting members were well pleased and are looking forward to the meeting to be held in Crewe. W. W. W.

### Another Link

A new Division sprang into existence at Helper, Utah, on Nov. 6, 1915. The name given it was Helper Div. No. 34. The new Division (which was organized by Sister H. E. Chambers, President of the Division at Grand Junction, Colo., assisted by members of that Division) is auxiliary to Div. 488, B. of L. E., and a sister Division to 273, G. I. A.

Upon the arrival of the Sisters from Grand Junction, they were welcomed by Mrs. I. H. Warren. The response was made by Mrs. E. B. Rogers, who brought greetings from Div. 273, and best wishes from Div. 488.

The newly organized Division was presented with a handsome Bible, the joint gift of the two Divisions in Grand Junction. After the organization was completed, an elegant banquet was served in the banquet room to which the Brothers and families were guests. After the banquet the party again assembled in the lodge room, and the newly elected officers were installed.

Sister L. H. Warren, who was formerly a member in Birmingham, Ala., was elected President of the new Division, and we predict for it a bright and prosperous future, as all the members were enthusiastic in the work of the Order.

### First Your Loved Ones

BY LAKE REYNOLDS.

There's a lot of people in this world  
That make you want to smile,  
They live the life of pleasure  
Helping others all the while.  
They have their baskets full of things  
To give the needy ones,  
They never put in newspapers  
The good things they have done.

They never say a word  
That's not a word of cheer,  
They always do the things  
That keep their conscience clear.  
No motives have they  
No fat salaries do they pay,  
Just live their sweet lives to the end  
Helping others day by day.

'Tis the only bill of charity  
To those who need your aid,  
'Tis the only kind remembered  
Which God will mark as paid.  
Insure for all your loved ones  
Protect first your own,  
Remember that old, old saying  
Charity begins at home.

*Sherman, Tex.*

### New Division

Ohio has added another Division to her galaxy of stars. On January 19, a new Division was born to the G. I. A. in the small town of Sharonville. The engineers' wives living in and around Sharonville, realizing the pleasure and benefits that could be derived from belonging to this Order, sent in a petition to the Grand Division and were given a charter to organize a Division to be known as Mary Finley Div. 517. Sister Cassell, G. V. P., went from Cleveland to usher in the new Division. She was accompanied by Sister Garrett, G. Guide, and Sister Lockhart, Pres. of Div. 65, who assisted in the work of organizing. There were 14 charter members, with prospects of a few more later on. While this Division may never grow to be a large one, as the material is scarce in so small a place, we bespeak for it a pleasant future if each Sister is faithful and does her part.

The members of a small Division, if harmonious, can become so closely bound together in the bonds of sisterly love that they need not crave a large Division where it is impossible to have one. And so we present this little Sister of Sharonville to the G. I. A., feeling assured that she will receive a welcome, and that she will do her part in the great work which we are trying to do. M. E. C.

### Notice from Grand Officers

Each Division of the G. I. A. will soon receive a communication from Brother B. F. Oliver which will greatly concern our Order.

Please read it in open Division and consider it carefully. We suggest that the President appoint some member of the Division who will get interested, to act as chairman in the matter which will be submitted to you.

The communication has our endorsement.

MRS. W. A. MURDOCK, G. Pres.,

MRS. MARY E. CASSELL, G. V. Pres.

### Grand Organizers and Inspectors

The Grand Officers will be assisted in the work of organizing and inspecting Divisions this year by the following Sisters, many of whom have become well known and beloved in our various Divisions. It is impossible to publish a complete list at present; some are considering the appointment.

Mrs. Grace Andrew, 1035 Raynor st., Memphis, Tenn.

Mrs. J. W. Alsup, 528 N. 2d st., Nashville, Tenn.

Mrs. W. R. Byers, 213 Spring st., Meadville, Pa.

Mrs. D. A. Beaver, 808 Fulton st., Salisbury, N. C.

Mrs. J. Buck, 4305 Locust st., Philadelphia, Pa.

Mrs. P. J. Culkin, 447 St. John's ave., Highland Park, Ill.

Mrs. Fred M. Church, 3000 Correctionville Road, Sioux City, Ia.

Mrs. Fred Clark, 75 Grand ave., Milledtown, N. Y.

Mrs. Lydia Douglas, 408 N. 6th st., North Platte, Neb.

Mrs. I. Ellison, 166 Hoyt st., Fond du Lac, Wis.

Mrs. J. Heinerwald, 3801 Fairmount ave., Philadelphia, Pa.

Mrs. F. A. Kinch, 388 S. 18th st., East, Cedar Rapids, Ia.

Mrs. David Langlands, 4420 Park ave., Chicago, Ill.

Mrs. H. A. Mateer, 5432 Merion ave., Philadelphia, Pa.

Mrs. G. A. Martin, 312 Franklin st., Waterloo, Ia.

Mrs. Hugh Orr, Manchester, Ga.

Mrs. J. H. Ripple, 1406 18th st., Altoona, Pa.

Mrs. Geo. Riley, 531 Center st., E. Mauch Chunk, Pa.

Mrs. J. W. Ruggles, 614 7th and Benton sts., Monett, Mo.

Mrs. F. M. Simms, 19 Parkview ave., Indianapolis, Ind.

Mrs. P. J. Spillane, 1960 Higby ave., Memphis, Tenn.

Mrs. C. D. Sursa, 122 Cumberland ave., Evansville, Ind.

Mrs. H. M. Stetler, 4428 Congress st., Chicago, Ill.

Mrs. Norman Sinclair, 145 Cameron st., Moncton, N. B., Can.

Mrs. J. A. Shaeffer, 335 E. North ave., Baltimore, Md.

Mrs. Edw. E. Stivers, 119 S. Gilmore st., Baltimore, Md.

Mrs. Mary A. Terhune, 54 Sherman ave., Newark, N. J.

Mrs. Mary Watkins, 510 S. Division st., Buffalo, N. Y.

Mrs. W. A. Saunders, 600 Temple st., Hinton, W. Va.

Mrs. A. C. Yard, 21 North 7th st., Newark, N. J.

MRS. W. A. MURDOCK, G. P.

### Notice

The next meeting of the Eastern Circuit will be held on March 30, at Harrisburg, Pa., under the auspices of Div. 137.

Sister Cassell, Grand Vice President, has kindly consented to be with us and act as referee. It is to be hoped that a large number will make an effort to attend this meeting and help to make it one of pleasure and profit. Meeting called at 1 p. m. MRS. W. S. MAGEE, Sec. 137.

### Division News

QUEEN CITY DIVISION 46, Denver, Colo., held installation of officers on January 5, the retiring President, Sister O. K. Woods, acting as installing officer. At the close of this ceremony all were invited to the banquet hall, where the outgoing officers had prepared refreshments as a surprise to the new officers and members.

The year just closed was a success in every way, the attendance good and members working in harmony, each one striving to do something for the good of the Order. The social committee, of which Sister F. W. Campbell is chairman, is making plans for the year's work and will look after the social and financial part of the Division.

We are looking forward to the pleasure of greeting many new members, and the prospects for 1916 are very bright.

A splendid beginning was made on the evening of January 7, when the Brothers of Div. 186, B. of L. E., entertained our members and their families in Myrtle Hall. After an interesting program, the Brothers donned white aprons and served a most delicious oyster supper.

After all were served, the floor was cleared and dancing was indulged in, the Virginia reel being the favorite dance.

All present pronounced it the most pleasant entertainment ever given here.

All visiting Sisters are cordially invited to meet with us on our meeting days.

COR. SEC.

FRIDAY, Dec. 17, 1915, was an interesting day to members of Div. 373, Lima, O., when the reports of the recent contest were given.

Sister M. Massey, captain of the red side, proved to be the winner, giving a total of \$39.15, while Sister B. F. Shook, captain of the white side, turned in the sum of \$72.42. Our President then presented Sister Massey with a set of hand-painted bread and butter plates, given by the President and Vice President. Sister Shook was also given a set for her good work, this gift being donated by the President.

Sister Massey was also the winner in attendance, receiving a pretty hand-

painted ornament. The losing side will be hostesses at a banquet given later. The money derived by the contest will be used to entertain the next Ohio State meeting, which will be held in Lima on Thursday, May 25, at which time we hope to greet Sisters from every Division in the State. Sisters, begin to make your plans now to attend this meeting and help to make this one of the best State meetings ever held. MEMBER DIV. 373.

DIVISION 261, Portland, Oreg., gave their fifth annual dinner in their hall on January 3. Invitations were extended to all Divisions in Portland, and Vancouver, Wash. On account of storm and much illness prevailing there were only 100 present to partake of the grand dinner prepared by the Sisters for a much larger number.

The menu consisted of roast turkey and all things that go with it. After dinner was served a musical program was given, and talks were given by several of the members. Brother Pearley favored us with a talk on Safety First, which was listened to with interest.

After the talks the game of 500 was played, which resulted in Sister George and Brother Curtis carrying off the honors. After the very pleasant evening all joined in wishing a happy and prosperous year for Div. 261.

A VERY pleasant social afternoon was enjoyed Monday, Jan. 24, 1916, when John W. Thomas Div. 532, G. I. A. to the B. of L. E., held a called meeting for the purpose of entertaining some visitors to "The City of Opportunity." They were here to attend the State Convention of the Order of the Eastern Star, but as they are interested in G. I. A. work we entertained them in our hall on the day of their arrival. The visitors were: Mrs. J. M. Mains, of Toronto, Can., Assistant Grand Vice President; Mrs. Crittenden, of Knoxville, Assistant Grand Vice President; Mrs. Salmons, President of the Pensacola Division; Mrs. Knight and Mrs. McClean, both of Asheville, N. C. After the opening ceremony we put on some ritual and floor work, including the "Twenty-one" drill. One of our members, Mrs. Austin, who is unusually gift-

ed, favored us with two vocal selections. Each of the visitors made interesting and encouraging remarks. Mrs. Crittenden spoke of the State Convention to be held in Memphis in June. We trust that we will have visitors from our sister States for this meeting. After adjournment we enjoyed a two-course luncheon at a cafe. If our visitors enjoyed the afternoon half as much as we did I am sure that they will take pleasant memories to their respective homes.

MRS. A. B. FALKNER, Cor. Sec.

DIVISION 71, Knoxville, Tenn., would like to report some of their recent doings. Last year was a very busy one for us and we enjoyed our work immensely. A rummage sale was carried on with great success and a nice sum of money was added to our treasury thereby. The Sisters who worked at the sale were more than pleased at the result.

On December 30 an all-day meeting was held, the occasion being a public installation of the newly elected officers. An invitation had been extended to the B. of L. E. and a number of the Brothers were present. The newly installed President, Sister Sjoblom, invited Sister Crittenden, Grand Officer, to the rostrum, and she in turn called on Brother Sjoblom, Chief of Div. 239, for a few remarks.

Brother Sjoblom responded, complimenting our installation ceremony and explaining how and why he thought our Order was a help to the B. of L. E.

Brother Poe followed and said he could not say anything about his wife's attendance, but the G. I. A. could always depend on him to be on hand at the noon hour. Brothers Ford and Bishop also made a few remarks, which were appreciated. Sister Crittenden announced that this date was the 20th anniversary of Div. 71, and spoke of the good we hope to do in the coming years for the B. of L. E. as well as for the G. I. A.

At the close of the morning session lunch was served, after which Mr. N. B. Peake, Secretary of the Railway Y. M. C. A., was introduced and spoke very interestingly about the work and the prospective building in which we hope to have a hall centrally located where all railroad

organizations can meet. We have added six names to our roll the past year, making a total membership of 104.

MEMBER OF DIV. 71.

ON Saturday evening, January 29, Buckeye Div. 65 was royally entertained by B. of L. E. Div. 745, in Virginia Hall, Cleveland, Ohio.

A most delightful evening was enjoyed tripping the light fantastic toe to the strains of Beaumont's orchestra, who, between dances, sang many beautiful songs. The impersonation of "Old Black Joe" was more than pleasing. One of the exciting features of the evening was the drawing for a beautiful lavalliere, which was won by Mrs. Ralph Hartman, daughter of Brother and Sister Denslow. In the midst of all the gaiety Brother DeSilvey, Chief of Div. 745, invited the guests to the dining room, where a surprise awaited us. Snowy white tables laden with good things to eat and beautifully decorated with flowers met our vision. The banquet was prepared and served by the Brothers, proving that they could cook as well as provide the necessities of life. Full justice was done the excellent supper, and after many compliments were given the white-coated crew, all returned to the hall and danced until the wee sma' hours.

These social affairs are very enjoyable, and promote the fraternal spirit that should always exist between these two Orders.

L. L.

THE year past for Div. 190, Waterloo, Ia., was a pleasant and prosperous one. We had some sadness, as all Divisions do, but the harmony for which we are noted was very sweet, and many pleasant thoughts will be ours of our dear officers who worked so faithful in the year 1915.

SEC. DIV. 190.

DIVISION 185, Superior, Wis., held a banquet at the Hotel Superior, on the evening of January 31. Covers were laid for 60. All present were members of Div. 185 and their husbands.

During the banquet, Mrs. J. Henderson, who acted as toastmistress, called on the different members for toasts. Those who responded were Sisters Stewart, Ensley, Fosvig, Chas. Eckman and James Hurley.

During the informal program two songs were sung, the words of which were composed by one of our members.

One of the songs was in honor of the engineers, and the other was on the principles of the G. I. A. After the program dancing was enjoyed until 12 o'clock. All declared it a most happy time, and we hope to make this an annual affair in the future.

These little social affairs, in which our husbands are included, help to bring the two Orders more closely together. I sometimes think that in a good-natured, tolerant way, the Brothers are inclined to take our Order in rather a light manner. But get them to a place where they are brought face to face with a few of the facts concerning the G. I. A. and its good works, and they will begin to sit up and take notice.

SEC. DIV. 185.

ON January 6, 1916, Div. 249 of Syracuse, N. Y., held its annual installation of officers in the B. of L. E. rooms. Past President Sister D. J. Mullane was installing officer.

The members of Div. 249 consider it an honor and greatly appreciate the kindness of A. G. V. P. Sister C. E. Miller in acting as installing marshal.

Sister J. W. McCarthy is entering her fourth year as President of the Division.

After the closing ceremony, the members proceeded to the beautiful new home of Sister C. Garnerdinger, where a banquet was served. The color scheme in the dining room was pink.

About thirty members of the Division were seated around the banquet table, the center of which was decorated with a large bowl of pink carnations.

Grace was sung, after which the ladies did justice to all of the good things to eat.

The success of the banquet was largely due to the efforts of Sister Carrie Kies.

After a social hour, a hearty vote of thanks was extended to Sister Garnerdinger and Sister Kies.

The Sisters returned to their homes feeling that the occasion was a very enjoyable one.

M. C. W.

IN Alexandria, Va., on January 17, the thermometer said it was ten degrees above zero, but over in Odd Fellows' Hall,

on Columbus street, all was gay and warm and bright. It was the birthday of Div. 490, and we were celebrating, as is our custom, with an entertainment and banquet for our families and friends. The banquet was in charge of Sister Craig, and needless to say there was everything to please.

Sister Goldsworthy had charge of the entertainment. This Sister came to us from Wyoming and does things in that breezy style characteristic of the West. The first number on her program was the song composed by Sister Cassell, on the G. I. A. and B. L. E., which was sung at the convention. Little Frances Lorene Barnhouse sang this number in a pleasing manner and was followed by Mrs. George Picket. Her selection was the solo, "Just a Little Bit of Heaven." We are proud of Mrs. Pickett, as she is the daughter of our first President, Sister T. B. Rowen, and the leading soprano soloist in "Old Christ Church," this city. The Misses Elizabeth Corl and Elsie Collum favored us with vocal selections and the piano solos furnished by the Misses Ruth Gerlach and Pearl Harrington were greatly enjoyed. The entertainment was followed by a dance, the music being played by Miss Harrington and Frances Barnhouse.

We have jolly good times at the many teas and socials given by our Division, and know that these things help to keep up the interest and promote sociability. Old Dominion is glad to welcome visiting Sisters at any time.

COR. SEC.

DIVISION 70, Connellsville, Pa., celebrated their 25th anniversary on January 26, their regular meeting day. Meeting was called to order by the President, Sister Robinson. We were well pleased to see so many Sisters out. The Division is in a prosperous condition, steadily growing in membership and striving to follow the principles of the Order. Now that we have attained the dignity of age we feel that we are worthy of a space in the JOURNAL. We have reached the quarter century mark. We were organized with 12 members and now we have 42 enrolled. The history of our Division as read by our President was very interesting to the younger members. At the close of the

meeting the Sisters adjourned to the West Penn Tea Rooms, where they enjoyed a splendid dinner. While many of us will not live to celebrate the 50th anniversary, we will remember with pleasure, while we do live, the splendid time we had when Div. 70 was 25 years old.

A CHARTER MEMBER.

Div. 369, Syracuse, N. Y., celebrated their anniversary recently by having a social gathering of the families of the members.

We celebrate in this manner each year, giving a banquet and having a musical program. Upon this occasion we were favored with piano solos by the Misses Kistler, Hillsinger and Granish, also a cornet solo by Master Wallace Winspear, of Buffalo. Each Brother present was called upon for remarks, and all spoke so well of us and our work that it made us proud to know that we were wives of engineers and members of the G. I. A.

On New Year's Eve we held a dollar social. Each Sister had been asked to earn a dollar, and at this social they were to tell, in rhyme, how they had earned it. It was most interesting to hear the many different devices used to earn these dollars. It was too good to enjoy alone so we had our families with us. At 10:30 we served supper and after that we had music. As the bells rang out the old year we all joined in singing, "Brighten the Corner Where You Are," and thus we welcomed the glad New Year.

The next good time we had was on January 18, when we gave our annual ball in Snell's Hall, and this was also a success. We have many such times as these, so you can see that this is a wide-awake Division, even though a small one.

COR. SEC.

DIVISION 487, Jersey City, N. J., had a gala night on their fifth birthday, January 15. Public installation was held at this time and many were there to witness it. With Sister Dorman as installing marshal, it was an occasion long to be remembered.

Past President Sister Outwin made the welcoming address, which was especially good. She was our first President and

we were glad to have her with us. The new President, Sister Rathgeter, was greeted enthusiastically by the members. This Sister has always held an office and has now reached the highest post of honor. The retiring President, Sister Davis, was presented with a ten-dollar gold piece, and other officers were also remembered. Sisters Dorman and O'Brien received handsome linen scarfs in appreciation of their services in Division affairs. Sister Hissem, Secretary, was presented with a silk umbrella.

Souvenirs of wood in the shape of dainty boxes were passed around among the guests, and the eventful evening was brought to a close after the remarks of Bro. John Van Orden, Secretary-Treasurer of Div. 135.

Brother Van Orden dwelt on the men's insurance, and his words sank deep in the hearts and minds of his hearers. He also spoke of the good accomplished by Div. 487 in the five years of its existence, which made us feel that we had the goodwill of the Brothers. A fine lunch was served, after which good-byes were said, and we will now look forward to the next milestone in our journey. F. O'BRIEN.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., March 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Feb. 29, 1916.

#### CONTINGENT FUND ASSESSMENT No. 10.

You are hereby notified to collect 25 cents from those carrying one certificate, and 50 cents from those carrying two certificates, on Contingent Fund Assessment No. 10, as per law, Page 98, Sec. 4, of the By-laws. This assessment to be collected and remitted with March Assessment.

#### SERIES A

##### ASSESSMENT No. 127

Bangor, Me., Dec. 30, 1915, of heart disease, Sister Jennie M. Young, of Div. 233, aged 37 years. Carried two certificates, dated Dec. 1910, payable to Joseph Young, husband, and Isabella Young, daughter.

##### ASSESSMENT No. 123

Chicago, Ill., Jan. 4, 1916, of pneumonia, Sister Cora Tyrrell, of Div. 5, aged 42 years. Carried two certificates, dated Sept. 1908, payable to James Tyrrell, husband.

##### ASSESSMENT No. 129

Springfield, Mass., Jan. 4, 1916, of influenza, Sister Anna E. Stickney, of Div. 61, aged 62 years. Carried one certificate, dated Sept. 1899, payable to Mrs. Avis Burlingame, daughter.

##### ASSESSMENT No. 130

Toledo, O., Jan. 6, 1916, of heart disease, Sister Veronica T. Sherwood, of Div. 391, aged 53 years. Carried one certificate, dated Aug. 1907, payable to Wm. J. Sherwood, husband.

##### ASSESSMENT No. 131

Sioux City, Ia., Jan. 7, 1916, of heart disease, Sister Auria Graves, of Div. 164, aged 64 years. Carried one certificate, dated March 1894, payable to John Graves, husband.

##### ASSESSMENT No. 132

Chicago, Ill., Jan. 11, 1916, of heart disease, Sister Eliza Tomlin, of Div. 165, aged 51 years. Carried two certificates, dated May 1905, payable to Chas. Tomlin, husband.

##### ASSESSMENT No. 133

Dunsmuir, Cal., Jan. 12, 1916, of cerebral hemorrhage, Sister Martha J. Green, of Div. 163, aged 67 years. Carried two certificates, dated Nov. 1898, payable to L. O. O. F. Home.

##### ASSESSMENT No. 134

Boston, Mass., Jan. 14, 1916, of pernicious anemia, Sister Mary I. Kidder, of Div. 99, aged 62 years. Carried one certificate, dated Nov. 1899, payable to Dana J. Kidder, son.

##### ASSESSMENT No. 135

London, Ont., Jan. 14, 1916, of acute bronchitis, Sister Harriet Temple, of Div. 131, aged 65 years. Carried one certificate, dated Aug. 1896, payable to William Flagg, nephew.

##### ASSESSMENT No. 136

Indianapolis, Ind., Jan. 15, 1916, of pneumonia, Sister Jennie Lighthiser, of Div. 128, aged 69 years. Carried one certificate, dated March 1896, payable to James Lighthiser and Lillie Schick, son and daughter.

##### ASSESSMENT No. 137

Detroit, Mich., Jan. 17, 1916, of mitral regurgitation of heart, Sister Jennie M. Wallinger, of Div. 17, aged 44 years. Carried one certificate, dated Dec. 1902, payable to Anton Wallinger, husband.

##### ASSESSMENT No. 138

Oneonta, N. Y., Jan. 19, 1916, of heart disease, Sister Eva Gault, of Div. 214, aged 62 years. Carried one certificate, dated June 1898, payable to R. A. Gault, husband, Imogene Bates, daughter, and Grant Bates, son-in-law.

##### ASSESSMENT No. 139

Chattanooga, Tenn., Jan. 19, 1916, of apoplexy, Sister Isaac Pennebaker, of Div. 178, aged 69 years. Carried two certificates, dated April 1894, payable to Isaac Pennebaker, husband.

##### ASSESSMENT No. 140

Springfield, O., Jan. 23, 1916, of pneumonia, Sister Elizabeth Wright, of Div. 387, aged 49 years. Carried one certificate, dated Aug. 1914, payable to Jessie Pensly, daughter.

##### ASSESSMENT No. 141

Columbus, O., Jan. 30, 1916, of obstruction of bowels, Sister Mary Gallagher, of Div. 116, aged 61 years. Carried one certificate, dated Jan. 1892, payable to John J. Gallagher, husband.

##### ASSESSMENT No. 142

Phillipsburg, N. J., Feb. 5, 1916, of acute dilatation of heart, Sister Emma Vanetta, of Div. 141, aged 90 years. Carried one certificate, dated July 1893, payable to Jacob Vanetta, husband.

Members will pay their Insurance Secretaries on or before March 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 95 and 96A, 11,099 in the first class, and 5,801 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### AUTOMATIC BRAKE VALVE.

**Q.** We have a school of instruction on air brake and other subjects, and at our last meeting a question came up as to what could be done in case the rotary valve stem of the automatic brake valve broke off below the valve case. Now, as you well know, this is an important question, as in case it happened on the road it would put the engineer in anything but a desirable position. You may say that it is something that does not happen very often; well, that is true. But it is these things that do not happen often that catch us unprepared when they do happen. Will therefore thank you for any suggestions you may offer that will help out in a case of this kind.

S. A. B.

**A.** Your question is indeed important and one well worth considering. In trying to find an answer let us first assume that the stem is broken off far enough below the case that it can not be reached, that is, we cannot move the rotary valve. Let us next imagine that this is discovered while the train is moving. Now the question is, how are we going to apply the brake? To apply the brake, it is of course understood that the brake-pipe pressure must be reduced; but how? Possibly, the first thing to do is: shut off steam, call for brakes, set the independent brake and stop the pump. With this much done, if the trainmen have not already set the air-brakes on the train, loosen the union of the gauge pipe where it couples to the fitting on the right side of the brake valve, and then note if air starts to blow at the brake-pipe exhaust port of the brake valve; if it does not, loosen the brake-pipe union at the brake valve. If it be noticed that the trainmen have applied the air-brakes the cutout cock under the brake valve should be closed at once to prevent main reservoir air entering the brake pipe.

Fearing that the old question, Where are you going to get the monkey wrench? may come up, it might be well to add that in the absence of a wrench, the brakes may be applied by breaking the little copper pipe, before mentioned, that goes to the air gauge. The question might well be asked, What would cause the rotary key stem to break? We all have, some time or another, seen repair men step on the brake-valve handle when doing repair work on top of boiler in cab; and it has also come to the attention of the writer that pipe men, when desiring to make a bend, will slip the end of a pipe over the brake-valve handle, using this as a means to hold the pipe. Such methods we know are wrong; however, where this kind of work is done we may expect to find a broken stem. This all points out how necessary it is for the engineer to make a careful inspection of this part of the brake valve, and if it is noticed that the stem is bent, the valve should be taken apart and a careful inspection made.

#### REDUCING VALVE

**Q.** Will you please let me know what is the difference, if any, between the reducing valve and feed valve, used with the E-T equipment?

S. A. B.

**A.** There is no difference in principle of operation of either valve, and one may be used in place of the other; that is, where a feed valve becomes defective, as when on the road, the two valves may be changed one for the other, the reducing valve taking the place of the feed valve, and may be readjusted to the brake-pipe pressure carried. The B-6 feed valve, which is the valve furnished with the No. 6 E-T equipment, has a double regulating feature, so that it can be quickly adjusted to change the regulated pressure from one standard pressure to another. There is a quick thread screw on the regulating nut, and by turning the regulating hand wheel, which is attached to this nut, the adjustment of the regulating spring may be changed to the pressure desired. The C-6, or single pressure feed valve, is regularly supplied as a reducing valve with the E-T equipment, but is used as a feed valve with the G-6 equipment, of which it is a part.



## NEW YORK PUMP

**Q.** Will you please let me know through the air brake department of our JOURNAL, if a New York pump will operate where the tappet rod in either cylinder is broken? If not, why not; do not both cylinders use live steam?

**C. P. B.**

**A.** No, the pump will not operate, and the reason for this may best be explained by offering a few words on the operation of the pump. Assuming that both pistons are at the bottom of their cylinders; when the pump throttle is opened, live steam will flow to both steam chests. And both main valves being in their lower position, steam will be free to flow to the top end of the cylinder at the left, and at the same time into the lower end of the cylinder at the right, forcing the piston upward. When this piston very nearly completes its stroke, the tappet plate, which is attached to the piston, will engage the button on the end of the tappet rod, moving the rod and the main valve, located under this cylinder, to their upper position. In this position the exhaust cavity in the valve connects the upper end of the cylinder at the left with the exhaust, and at the same time admits live steam to the lower end of this cylinder, forcing the piston upward; and as this piston very nearly completes its stroke, the tappet plate, which is attached to the piston, engages the button on the tappet rod, moving the main valve under this cylinder to its upper position. The exhaust cavity in this valve now connects the lower end of the cylinder at the right with the exhaust port, and at the same time admits live steam to the upper end of this cylinder, forcing the piston downward; as it very nearly completes its stroke, the tappet plate on the piston engages the shoulder on the tappet rod, moving the main valve located under this cylinder to its lower position. The exhaust cavity in this valve now connects the lower end of the cylinder at the left with the exhaust; and at the same time admits steam to the upper end of this cylinder. From this it may be seen that the admission and exhaust of steam to the cylinder at the right is controlled by the valve under the cylinder at the left, which receives its movement from the tappet rod, tappet plate and

steam piston in the cylinder at the left; while the admission and exhaust of steam to the cylinder at the left is controlled by the valve under the cylinder at the right, and receives its movement from the tappet rod, tappet plate and steam piston in the cylinder at the right. Therefore, if either tappet rod should break, the pump will stop. For example: supposing both pistons and valves in their lower position, and the tappet rod in the cylinder at the right broken; when steam is first turned on, it would be free to flow to the upper end of the cylinder at the left and to the lower end of the cylinder at the right, forcing the piston in the latter cylinder to its upper position. Now when this piston is about to complete its stroke, it should move the valve under this cylinder, which distributes the steam to the cylinder at the left, to its upper position. But if the tappet rod were broken, this valve would not be moved; consequently the piston in the cylinder at the left will not move, and if this piston does not move, neither will the valve below it move; therefore, if the tappet rod in either cylinder breaks, neither of the main valves will move, which, of course, means that the pump will not operate.

## FLAT WHEELS

**Q.** Your recent article on the subject of slid flat wheels is indeed interesting, as this is something every man running an engine should try to avoid, as it spells SAFETY FIRST in capital letters to all of us. Now I would like to relate a happening to a car in a train I was pulling not long ago. The train consisted of eight cars, and when running at a speed of about 40 miles per hour, had an occasion to make an emergency application; and when the train stopped I released the brakes in the usual manner: that is, I moved the handle to release position and then back to running position, and all brakes except the one on the smoking car released promptly. Now the rules on our road are very strict in regard to reporting any trouble we may have with the brakes; therefore, when anything of this kind occurs we take time to try the find the cause. As it had been sleeting and snowing, and everything was covered with ice and snow, our first thought was

that the exhaust port of the triple valve was closed with ice, but this was found clear; so we bled the auxiliary of some of its pressure and the brake released. We then started to go but I received a signal to stop, and it was then we learned that four pair of wheels under this car had been slid, and flat spots from two to three inches long were found. As we were but a short distance from the terminal we went on, running slow. The car was set out here and the inspectors removed the triple valve and high-speed reducing valve, taking them to the shop for the purpose of testing them out, and it was found that both valves were in good condition and passed all tests. Now my question is, Why did the wheels slide on this car? or possibly a better way to put this is, Why did not the wheels slide on all cars as well as this one? I might add, that after we found the flat spots, we tried the air, and the brake on the smoking car applied and released as promptly as any other car in the train.

T. W. N.

A. As has frequently been pointed out in these articles, the amount of braking power which can be applied to the wheels without causing them to slide depends upon two things, namely: the frictional force developed between the wheels and the rails, and the frictional force developed between the brake shoes and the wheels; and where the latter exceeds the former the wheels will of course slide. Now, in the case you mention, it is evident that the frictional force between the brake shoes and wheels was the greater; and this leads us to the question, Upon what does this force depend? The frictional force exerted by the brake shoes depends principally upon the pressure exerted on the shoes which is obtained by the air pressure acting on the brake piston, and this multiplied by the proportion of the brake levers; also the speed of the train. Now while it is possible that the brake levers were not of the proper proportion, that is, the proper length, yet this is a matter that is carefully checked by the car department. This, then, leaves us with the question, What air pressure was obtained and retained in the brake cylinder when the

emergency application of the brake was made? Mention is made in your question of the high-speed reducing valve, from which we infer that the high-speed brake with 110 pounds brake-pipe pressure is used on your trains. Now in an emergency application where this pressure is used, the auxiliary reservoir and brake cylinder will equalize at about 85 pounds; and then this pressure is gradually reduced to 60 pounds by the high-speed reducing valve. That the brake-cylinder pressure is reduced from 85 pounds to 60 pounds does not mean that the braking power (the holding power of the shoe) has been reduced, as now, due to lower speed, the holding power of the shoe is greater per pound pressure on the shoe than at the higher speed. With the increased holding power of the brake shoes due to the reduction in speed, we can readily understand what might result if this high cylinder pressure (85 pounds) was not reduced, as in case of the high-speed reducing valve failing to reduce the pressure, especially on sleet-covered rails. Your tests, however, prove that this valve was in proper working condition; yet, had the tests been made while the valve was still on the car you might have found the trouble, which was, no doubt, due to the vent port in the lock nut to the regulating nut being closed with ice, which may have melted before the valve was tested in the shop. In the earlier make of these valves, of which many are still in use, this cap nut which forms the bottom part of the valve was made U shape with the vent port drilled in the bottom of the U, and it was no uncommon thing to find this port closed with ice in freezing weather. The question might be asked: How will the closing of this port prevent the reducing valve in reducing the brake-cylinder pressure? The object of this port is to allow any air that may leak by the piston in the reducing valve to escape to the atmosphere, thus preventing an air pressure forming under the piston, as any air pressure forming below the piston will assist the regulating spring in holding the piston and its valve in their upper position, thus preventing the blow-down of the brake-cylinder pres-

sure. If this condition existed we then would have a plausible reason for the brake not releasing, as the auxiliary-reservoir pressure on this car would be much higher than on other cars in the train, due to the high-speed reducing valve blowing down the auxiliary pressure on these cars to 60 pounds, while the auxiliary on the smoker may have had 80 pounds. While the above may be a correct solution to your question, yet it must be remembered that there are other reasons for wheel sliding.

#### METHOD OF APPLYING THE BRAKE IN EMERGENCY

Q. Here is a question I would like to ask in regard to making an emergency application of the brakes on a passenger train. First, let me say that the instructions on our road are, that where an emergency application is made the brake-valve handle should be moved to emergency position and left there until the train stops. Now with this I do not quite agree, as where the handle is left in this position, all air is taken from the brake pipe; and when the release is made there is a tendency for the brakes to stick, as the pressure in the brake pipe cannot be built up as quickly as where part of the air is retained. That I may make myself clearly understood, I will make an example: Supposing a train of ten cars, running at high speed, and the brakes charged to 110 pounds; then a sudden reduction of say ten pounds be made; this will cause the brakes throughout the train to apply in emergency and leave the brake pipe still charged with air at considerable pressure. Now this air retained in the brake pipe will assist in the building up of the pressure when the release is made, and thereby prevent any of the brakes sticking. If there is anything wrong in this method I will thank you to let me know what it is, as it looks good to me.

G. R. L.

A. In case of emergency, that is, in case of danger, our first and only thought should be to stop quickly, regardless of the amount of air used, or the action of the brakes after the stop is completed. Therefore, there should be no exception to the rule or instruction you may have received in regard to the operation of the

brakes in an emergency application. What you say is true about making a sudden reduction and then returning the brake-valve handle to lap position, in so far as getting the brakes to apply is concerned. But in doing this, here is what may result: First, the sudden closing of the exhaust port in the brake valve may cause one or more of the brakes at the head end of the train to release; this of itself should be a sufficient reason for condemning your method; second, if the brake-pipe pressure be reduced, say 30 pounds, when the application is made, we will still have 80 pounds left; and when the high-speed reducing valve, which is now blowing down the brake cylinder and auxiliary reservoir pressure, has this pressure reduced slightly below that in the brake pipe, the triple piston and its slide valve will move back to emergency lap position, cutting off the auxiliary from the brake cylinder. Now, as there is always more or less brake-cylinder leakage, the value of the brakes on this train depends entirely on the volume and pressure of air in the brake cylinder. Whereas, if the brake-valve handle had been left in full emergency position, and all air exhausted from the brake pipe, the triple piston and its slide valve would have remained in emergency position, keeping the auxiliary reservoir connected with the brake cylinder; and now the brake-cylinder leakage will have to reduce the pressure in both auxiliary and the brake cylinder, which means that a higher pressure will be maintained for a greater length of time, which again means greater safety for the train. Where the engine is equipped with either the E-T or L-T type of brake there is still another advantage gained by leaving the brake valve in full emergency position, as in this position the blow-down timing port in the brake valve is open to the application cylinder of the distributing valve, creating a higher brake-cylinder pressure on the locomotive.

#### STEAM HEAT REGULATING VALVE

Q. I am running a passenger engine up here in the cold country, and here the other day we had a steam heat failure that just about froze all the passengers,

due to the steam heat valve becoming defective. Leaving the terminal the valve worked all right and we were furnishing the train with 80 pounds pressure. But when about half way over the division something went wrong with the reducing valve, as no steam would pass through it. We turned the handle first one way and then the other, hammered it with the coal pick, shut the steam off and turned it on a half dozen times, but this did no good. Now what I would like to know is, what can be done while on the road, in a case of this kind, to get steam through the valve?

ZERO.

A. Your question is not complete, as you do not state the make of reducing valve with which you had the trouble. However, if the valve was of the Mason type, steam may be got through the valve by removing the bottom cap-nut and placing a washer below the valve stem, then, when the cap-nut is replaced the steam valve will be forced from its seat, which will allow steam to pass through the valve and on to the train line. Where this is done, the regulating feature of the reducing valve is destroyed, and the pressure in the train line will have to be regulated by the steam throttle on the boiler. With a Gold, Ward or Leslie type of reducing valve, where this trouble occurs, remove the bottom cap-nut and take out the steam valve, replacing the cap-nut. As with the Mason type of valve, the pressure will now have to be regulated by the steam throttle. For a complete description of the different types of steam heat apparatus in general use, would refer you to the December, 1914, issue of the JOURNAL.

#### PUMP GOVERNOR

Q. I have a question on the pump governor that I would like to ask through the JOURNAL. In the first place I noticed the pump working slowly, even when the main reservoir pressure was quite low; and in looking around for the cause I noticed that air blew constantly from the little port in the neck of the governor. Now, my understanding of this is that air should blow from this port only when the governor has the steam shut off. Will you please say if I am right in this, also what repairs can be made while on the road to overcome the trouble? B. L. R.

A. Air blowing constantly at the vent port indicates leakage past the pin valve, and if the governor be of the duplex type, may be coming past the pin valve in either one of the regulating tops. To determine which top contains the defective valve, move the automatic brake valve handle to lap position; this cuts out the excess pressure top, and if air continues to blow at the vent port, the pin valve in the maximum pressure head is at fault; but if the blow stops, the pin valve in the excess pressure head is the one that is leaking. Now the cause for air leaking past the pin valve may be due to dirt on the seat of the valve, which may be removed by taking the governor apart. If it is desired to clean the excess pressure top, close the cut-out cock under the brake valve, also the main reservoir cut-out cock, and when all air has escaped, this top may be cleaned; if the maximum pressure top is to be cleaned, the pump must be stopped and all air taken from the main reservoir. Air should blow from the vent port only when the maximum pressure is had in the main reservoir.

#### LOSS OF ENGINE BRAKE

Q. Will you kindly answer the following question through our JOURNAL? Here some time ago I was running a locomotive with the E-T equipment on a local passenger train; had made some twenty different stops and brake worked O. K. When approaching a stop signal, I made an application and found that the brakes did not hold as they should, then I put the brake-valve handle in position 5, and reversed the engine, finally getting stopped some distance past the signal. When we stopped I got down to investigate, and found the brake-cylinder hose between the engine and tender disconnected; thus depriving me of the engine brake. Now, the claim is, that the engine brake will not be lost in a case of this kind, account of choke plug in the brake-cylinder pipe, but did not work out in this case, as I could find no choke in the pipe, and the engine brake did not hold. Now why?

E. E. S.

A. There really seems to be no answer required to your question, as you, yourself, gave the answer, when you stated there was no choke fitting in the pipe leading

to the tender brake cylinder. Where the proper fitting is used in this pipe, as furnished by the Air Brake Co., the driver and truck brake will be held applied even though the pipe leading to the tender brake cylinder is broken off or the hose disconnected. The choke fitting referred to is generally located on the distributing valve side of the cut-out cock found in the tank brake cylinder pipe. It might be well to pass comment as to your method of handling the brake valve in which you state that you placed the handle in position 5, which on the H-6 brake valve is service position; possibly had you moved the handle to position 6 or emergency position you might have stopped before reaching the danger signal.

#### DEFECTIVE TRIPLE VALVE

**Q.** Please inform me when making a service application of the brake, a triple valve in the middle or any part of the train goes into emergency, caused by some defective triple, will this cause the triple valves behind this one to also go into emergency, or will the entire train be affected? G. E. N.

**A.** That we may find a reason for the answer here given, let us first consider the cause for a triple valve moving to emergency position. It is, of course, understood that for a triple valve to move to emergency position it is necessary that the brake-pipe pressure be reduced quickly, or that it be reduced an amount sufficient to cause a difference in pressure on the two sides of the triple piston to overcome the tension or resisting force of the graduating spring. Now where the pressure is reduced quickly, that is, where the brake-pipe pressure is reduced faster than the service port of the triple valve can reduce the auxiliary reservoir pressure, this difference is created and the triple piston and its slide valve will be forced to emergency position. Again, where the friction of the moving parts is such that they do not move until the brake pipe pressure is reduced an amount to cause a difference in pressure sufficient to move triple piston and its slide valve to emergency position. From this it will be seen that the triple valve will move to emergency position, whenever the difference in pressure on the two sides of the

piston is sufficient to move it against the tension of the graduating spring. This condition, as before stated, may be brought about by making a sudden reduction of brake-pipe pressure, or where the reduction is made gradually and the parts do not respond to a light reduction. We have so far learned why a triple valve will move to emergency position; let us next learn why a triple valve *will not* move to emergency position and vent brake-pipe air. A New York triple valve, after it has once moved to service position, will not vent brake-pipe air, that is, the quick-action parts of the triple valve will not operate; the Westinghouse triple will not vent brake-pipe air after a brake-pipe reduction of about ten pounds has been made. Let us next refer to Fig. 3 in February issue of the JOURNAL; it will be noticed that the brake-pipe pressure may be reduced considerably at the head end of the train before the reduction is noticed toward the rear. Now with this information, let us try to find an answer to your question. If the defective triple valve be located near the head end of the train, it is fair to assume that the brakes on the entire train will operate in quick action. But, if the defective triple be well back in a long train, it is doubtful if the brakes near the head end apply in quick action, especially if a number of New York triple valves are found in this part of the train; and the more free the brake pipe be of leakage, the less tendency there will be for all brakes to apply in emergency. However, the brakes on the cars in the rear of the car with the defective triple will apply in quick action, as the sudden venting of brake-pipe air by the defective triple valve, will cause these triples to move to emergency position; and this same is true on the cars ahead of the defective triple, providing they have not moved to service position as above stated.

#### DEAD ENGINE DEVICE

**Q.** In the December issue of the JOURNAL the question by Bro. A. R. M., as to why the dead engine device was taken off their engines, and the answer given, is not quite clear to me, as no explanation is given how the main reservoir of an engine with a disabled pump will be charged so that its brake may be used. Now I would

like to ask what change may be made in the brake valve so that the main reservoir may be charged with air from the brake pipe that is being furnished by the assisting engine?

B. K.

A. Where the engine is equipped with either the E-T or L-T type of brakes, and not furnished with the dead engine feature, the main reservoir may be charged from the leading engine through the brake pipe by opening the cut-out cock under the brake valve, and placing the brake-valve handle in release position. It may also be necessary to plug the brake-pipe exhaust port to prevent air blowing to the atmosphere while the main reservoir is being charged. Where this method is used, great care must be taken or trouble may follow; as, when the cutout cock is open, for the recharge of the main reservoir, the brakes will apply, and if opened quickly, an emergency application may be had; again, there is the danger of forgetting to close the cut-out cock, which may prevent an emergency application if desired, and will delay a service application.

#### HUMMING FEED VALVE

Q. I make it a practice, twice a week, of cleaning the feed valve on the engine I am assigned to. After so doing, there occurs a humming noise that is deafening; now what causes it and what may be done to overcome it, as it is very annoying?

G. E. A.

A. The noise you refer to is caused by short vibrations of the diaphragm plates in the feed valve, and at times this is very difficult to overcome. It often happens that the cleaner these parts are the more noise they will make. Would suggest that you change their position in the casing, that is, turn them around part way, also, turn one of the plates over; try turning the regulating spring end for end.

#### BRAKING WITH THE "L" TRIPLE VALVE

Q. Wish to ask a few questions in the air-brake columns of the JOURNAL. With a train of nine or ten cars equipped with "L" triple valves and the engine equipped with the E-T, and then pick up two cars on the rear, equipped with P-2 triples, what results would you get when making a two-application stop?

ONE INTERESTED.

A. Your question does not make clear just how the brake is to be handled; that is, you do not state the number of reductions and the amount of each reduction. We will therefore assume that in making the first application the first reduction was ten pounds, and this was followed by another reduction of the same amount; this will give practically the same brake cylinder pressure on all cars in the train. Now in making a two-application stop, the graduating features of the "L" triple are seldom made use of; therefore, the brake-valve handle will be first moved to release position and then to running position, securing a direct release of the brakes on all cars, the brakes with the P-2 triple being the first to release. Now, if the stop be completed with one more application and the amount of reduction being, say five pounds, the brakes on the cars with the "L" triple valves will be the first to apply, and the brake cylinder pressure will be much higher than that obtained with the P-2 triples. This will have a tendency to cause a run-in of the two rear cars.

Q. What would be the result of pulling up to a water plug slowly and stop with a light application, where the engine brake is in first-class condition?

ONE INTERESTED.

A. The results in this case are very easily imagined; can you not see the passengers moving quickly toward the front door, or the waiter in the dining-car getting busy with the mop? That is, providing we have allowed the train to "stretch" before making this final application. In making a stop of this kind, it will be found good practice to hold the engine brake applied with light cylinder pressure following the first application, this to hold the slack bunched, and then complete the stop with as light a reduction as possible.

Q. What takes place on each car when you make a graduated release of the brakes on this train, with the two cars on the rear having P-2 triples and the others with the "L" triple? ONE INTERESTED.

A. Let us imagine the brake applied with a twenty-pound reduction; this leaves 90 pounds in the brake pipe and auxiliary and 110 pounds in the supplementary

reservoir. Now to secure a graduated release of the brake, only sufficient air is permitted to flow to the brake pipe to move the triple piston and its slide valve to *release* position, when the brake-valve handle is returned to lap position. In this position of the triple, the brake cylinder port is open to the exhaust; brake pipe air will flow through the feed groove to the auxiliary reservoir, and at the same time air from the supplementary reservoir—which up to this time is cut off from the auxiliary—will assist in recharging the auxiliary. When the pressure on the auxiliary side of the triple piston slightly exceeds that on the brake-pipe side, the triple piston and graduating valve will start to move toward service position, or to *graduated-release-lap* position. In this position the brake pipe and supplementary reservoir are cut off from the auxiliary and the brake cylinder exhaust port is closed, thus permitting only a partial release of the brake. This operation can be repeated; each increase of brake-pipe pressure will cause a corresponding increase of auxiliary reservoir pressure, and partial release of brake-cylinder pressure, until the supplementary and auxiliary reservoir pressure becomes equal, after which the triple piston and graduating valve will remain in release position and permit the final recharge of the supplementary and auxiliary reservoirs.

Now with the P-2 triple we have a different condition, as with the first rise of brake pipe pressure these triples move to release position, and remain in this position, permitting a full release of the brake-cylinder air. The reason that graduated release can not be had with this type of triple is, no provision is made (no supplementary reservoir is used) to raise the auxiliary reservoir pressure above that in the brake pipe, when the brake pipe is partially recharged following an application of the brake.

Q. Please advise as to how the proper stop could be made with this train and save the drawbars. ONE INTERESTED.

A. Would brake the train the same as though all cars in the train were equipped with "L" triple valves, keeping in mind that graduated release will not be had on the two rear cars. If this method does

not brake the train satisfactorily, would eliminate the graduated release feature by making a more complete recharge of the brake pipe when making a release of the brake. Where the brake-pipe pressure is raised and maintained above 104 pounds, the triple valves will remain in release position and a straight away release will be obtained. The successful braking of a passenger train, with any type of brakes, depends more on the good judgment of the engineer than on any rules that have or may be written; and the reason for this is that no two trains brake alike and the same train may not brake twice alike; therefore, if we wish to brake by rule, we must create a rule for each stop made.

#### DEAD ENGINE FEATURE

Q. Here is a new one on the E-T equipment; that is, it is a new one to me, and I have no recollection of ever seeing anything on it in the JOURNAL. Recently I was called to doublehead on a train on account of the pump giving out on the engine first in charge of the train. Both engines had the E-T brakes and were equipped with the dead engine device, which was used on the second engine, the one having the defective pump. Now here is the question I would like for you to make clear: In braking the train I generally made about a 10-pound reduction and the black hand on both the big and small gauges would drop back from 70 to 60 in the usual manner and remain there for some time, when the pressure would again begin to drop without my making any further reduction at the brake valve. This, of course, looks like brake-pipe leakage, but it can hardly be that as the two black hands remained at 60 for some little time after I made the reduction; yet if it were not brake-pipe leakage, where did the air go to?

A. P. B.

A. As frequently stated in the columns of the JOURNAL, the dead engine feature is nothing more or less than a pipe connection between the brake pipe and the main reservoir pipe, and when open, the brake pipe is connected to the main reservoir; and in this way the main reservoir on the engine having the disabled pump is charged with air furnished from

the leading engine. Now in the case you mention, it is evident that there was heavy brake-cylinder leakage on the second engine, and when the brake was applied, main reservoir air being used to apply it, the pressure in the main reservoir was reduced, allowing a further flow of brake-pipe air to the main reservoir, thus reducing the brake-pipe pressure below the amount made at the brake valve.

#### USE OF RETAINING VALVE

**Q.** We read in air-brake books that in a full service application the auxiliary reservoir and brake-cylinder pressures will equalize at 50 pounds where a 70-pound brake-pipe pressure is used; and that the retaining valve will hold 15 pounds pressure in the brake cylinder when the brake is released. Now the question I would like to ask is this: If the brake be applied with a brake-cylinder pressure greater than 15 pounds and the retaining valve handle turned up, the brake then released and the auxiliary reservoir recharged to 70 pounds, and then a full service application made, will we not get 65 pounds brake-cylinder pressure? That is, 50 pounds from the auxiliary reservoir and 15 pounds by the use of the retaining valve. **R. A. M.**

**A.** What you say in regard to obtaining 65 pounds brake cylinder pressure would be true if it were possible for the triple valve to take sufficient air from the auxiliary reservoir to the brake cylinder to give this 50 pounds additional pressure; this, however, the triple valve can not do, therefore, a pressure of 65 pounds can not be obtained. Now, just what pressure will be had may be learned by use of the rule for calculating air pressures, which is as follows: To calculate at what final pressure two separate volumes (auxiliary reservoir and brake cylinder) of air at different pressures will equalize when connected so air will flow from the higher to the lower pressure, it is necessary to reduce the volumes to one standard of comparison. For example, let us take a freight car, as it is in freight service that retaining valves are more generally used; here we find that the auxiliary reservoir has a volume of 1620 cubic inches, and with a gauge pressure of 70 pounds we will

have 113,400 cubic inch pounds; that is, if this same amount of air were expanded to one pound gauge pressure, it would occupy seventy times as much space, or  $70 \times 1620$ , which is 113,400 cubic inches at one pound pressure. This is called cubic inch pounds; all volumes and pressures can be reduced to this standard. Now in an eight-inch brake cylinder, which is the size cylinder used with this auxiliary, with eight inch piston travel plus the clearance found in the triple valve and brake cylinder, we have a volume of about 450 cubic inches, and this at 15 pounds gauge pressure gives us 6750 cubic inch pounds in the brake cylinder; this, plus 113,400, gives a total of 120,150 cubic inch pounds. Now to find at what pressure this air will equalize, we divide the total number of cubic inch pounds by the combined volume of the auxiliary reservoir and brake cylinder, and the quotient will be the pressure of equalization; that is,  $1620 + 450 = 2070$ , and  $120,150 \div 2070 = 58$  pounds gauge pressure. It will be found in practice that the gauge pressure will always be one or two pounds less than the calculated pressure, due to some of the air wasting through the leakage groove and past the packing leather of the piston. Therefore the answer to your question would be, that by the use of the retaining valve we will get about 56 pounds brake cylinder pressure instead of 65 pounds.

#### LOCATING MAIN RESERVOIR LEAKS

**Q.** Here is a question I would like to have answered in our JOURNAL; and while it may look like a simple one, yet I have been unable to find the trouble. My engine is equipped with the E-T brake and I have about all the work to do, as we are on an out-post job, and I try to keep things in first-class condition. Now the question is: How do you locate a main reservoir leak? Looks simple, does it not? But let me say that I have made a very careful test of all the pipes and both main reservoirs and cannot find the trouble; even went so far as to paint the pipes and reservoirs with soapy water, but cannot find the leak. Now I will be very thankful if you will offer any suggestion that will lead me to the trouble.

**A.** In trying to find a leak of this kind



It is well to take a piping diagram, when one can be had, and learn just where the main reservoir air can flow to, and then follow up each pipe or part with a burning torch, or what is still better, painting the parts with soapy water, the leak will then be found. In testing out this engine, let us first close the main reservoir cut-out cock, which is found in the main reservoir pipe just back of the second main reservoir; next start the pump and charge the main reservoir to the maximum pressure, then stop the pump. Now, note the red hand on the air gauge; if it indicates a drop in pressure we know that the leakage must be somewhere between the pump and the cut-out cock, and may be in the pump itself, as the air valves may be leaking, which can be determined by painting the strainer with soapy water. Finding the air valves free from leakage, start at the connection of the discharge pipe to the pump and follow along to the first main reservoir; here note if the main reservoir and its drain cock be free from leakage, then the connecting pipe, which connects the two main reservoirs, should be examined; this brings us to the second main reservoir, which should be inspected in the same manner as the first one; the main reservoir pipe between the cut-out cock and second reservoir should then be examined, also the pipe going to the maximum pressure head of the pump governor. Failing to find the leakage in these parts, open the main reservoir cut-out cock and place the automatic brake-valve handle in lap position. We now have main reservoir air from the pump to the chamber above the automatic rotary valve and in all connections between these two points, namely: reducing valve pipe, feed valve pipe, excess pressure pipe to the pump governor, main reservoir supply pipe to the distributing valve, dead engine feature pipe, bell ringers' pipe, pipe to fire door cylinders, pipe to water scoop cylinder, pipe to air reverse cylinder, or pipe to cylinder cocks operating cylinders. Leakage past the application valve in the distributing valve will cause a loss of main reservoir air, and will cause a blow at the distributing valve exhaust port when the brake is in release

position. If the cut-out cock in the dead engine device be open and the non-return check valve leaking, main reservoir air will be free to leak into the brake pipe. Where these pipes and parts are given a careful inspection there is no reason known to the writer why the leakage may not be found.

#### TESTS FOR AIR PUMPS

**Q.** I recently received a copy of air-brake inspection tests as required by the Federal law, and among them I noticed tests for the different size air pumps, in which the condition of the pump, or rather its ability to compress air, is determined by allowing air to escape to the atmosphere through a given size opening and requiring the pump to maintain a certain pressure against this leakage. Now what I would like to know is, How can it be learned from a test of this kind how much air is being compressed?

**B. R. A.**

**A.** The following table gives the number of cubic feet of free air that will escape through a given opening at a given pressure in one minute of time:

Size of Opening	Gauge Pressure				
	70	80	90	100	125
$\frac{1}{8}$ "	.295	.33	.364	.40	.486
$\frac{1}{4}$ "	1.19	1.33	1.47	1.61	1.97
$\frac{3}{8}$ "	4.76	5.32	5.87	6.45	7.85
$\frac{1}{2}$ "	19.	21.2	23.5	25.8	31.4
$\frac{3}{4}$ "	76.	85.	94.	103.	125.
1"	171.	191.	211.	231.	282.
$1\frac{1}{4}$ "	304.	340.	376.	412.	502.
$1\frac{3}{4}$ "	476.	532.	587.	645.	785.
2"	685.	765.	843.	925.	

#### RATE OF BRAKE-PIPE LEAKAGE.

**Q.** One often hears the expression that the brake-pipe leakage is so many pounds per minute. Now how can you tell from this the amount of free air leaking from the brake pipe? What I am trying to get at is this: If the capacity of the air pump is known, how would you figure the number of pounds leakage per minute the pump could overcome? Putting this in another way: What is the allowable leakage for air pumps of different sizes?

**J. M. B.**

**A.** To calculate the amount of free air leaking from a train, it is first necessary to know the number of cars in the train, size of brake equipment, volume of brake

pipe, and rate of leakage per minute. Then add number of cubic inches in brake pipe and auxiliary reservoir and multiply by number of cars in train; this gives the total cubic inch volume in train. Now multiply the total volume by the pounds leakage per minute; this gives the cubic inch pounds leakage per minute. Divide the cubic inch pounds by the number of cubic inches in one cubic foot multiplied by atmospheric pressure; the product will be the amount of free air in cubic feet leaking from the train. For example, let us take a train of 50 cars with 10-inch equipment and 5 pounds leakage per minute. The auxiliary reservoir used with this size equipment has a volume of 2800 cubic inches and the brake pipe about 640 cubic inches, or a total of 3440 cubic inches, and this multiplied by the number of cars in the train gives us  $3440 \times 50 = 172,000$  cubic inches; this multiplied by the amount of leakage per minute, we have  $172,000 \times 5 = 860,000$  cubic inch pounds. Next we divide 860,000 by  $1728 \times 14.7$  and have for our answer 34 cubic feet, the amount of free air leaking from the train. The leakage of this train is within the capacity of a 9½-inch pump.

#### WHISTLE SIGNAL VALVE

Q. Will you please make clear to me just what takes place in the air whistle signal valve when the signal cord is pulled on some car in the train? SIGNAL.

A. The air signal valve, which is generally located under the running board beneath the cab, is divided into two chambers by a rubber diaphragm, the chamber above the diaphragm being much smaller than the one below. The whistle valve stem is attached to and operated by this diaphragm. This stem extends through a bushing, and its lower end forms a valve that controls the flow of air to the whistle. When the signal pipe is being charged, air enters the signal valve and the chambers above and below the diaphragm are charged to that carried in the signal pipe. The chamber below the diaphragm charges much slower than the one above, as the air must feed past the close-fitting part of the whistle stem. When the whistle cord is pulled and a reduction made in the signal line, it causes a reduction of pressure in the signal valve; but,

owing to the close fit of the whistle stem, the pressure in the chamber above the diaphragm reduces much faster than in the chamber below; therefore, the diaphragm will be forced upward, raising the stem, thus opening the port leading to the whistle, which will allow air from the chambers both above and below the diaphragm, also from the signal line, to flow to the whistle, causing it to give a blast. Now the same reduction of signal-line pressure that operated the signal valve also opens the reducing valve, allowing air from the main reservoir to flow into and raise the pressure in the signal line. This increase in pressure, after the reduction in the signal valve, increases the pressure in the chamber above the diaphragm faster than in the chamber below, thus forcing the diaphragm and its stem downward, closing the port leading to the whistle, thereby stopping the blast. There are, of course, different defects which will prevent the signal valve acting in the manner just described, as, where the whistle fails to blow when the cord is pulled; whistle gives one long blast; whistle gives weak blast; whistle operates properly from first car in train, but will not operate when cord is pulled on rear car; whistle gives two or three blasts when cord is pulled; whistle blows when brakes are released; signal pipe fails to charge. Where the whistle fails to blow it may be due to the strainer tee or the small charging port where air enters the signal valve being stopped up; signal valve stem too loose a fit in its bushing; the diaphragm bagged, or, possibly cracked; bell of the whistle improperly adjusted or the bowl full of dirt. Where but one long blast of the whistle is had, it may be due either to the reductions being made too close together, or to the signal valve stem being too close a fit in its bushing. Where but a weak blast is had it may be due either to the signal line not being charged to the proper pressure or leakage in the pipe leading to the whistle. It quite frequently happens that proper signals may be given from the head car in the train but cannot be given from the rear car, even though the proper reduction be made at the car discharge valve, and this is espe-

cially true with a long train; this is caused by too loose a fit of the signal valve stem. Where the whistle blows when the brakes are released it indicates that there is a direct opening between the main reservoir and signal pipe, and that the signal line is charged to main reservoir pressure. This may be caused by the supply valve in the reducing valve being held open by dirt on its seat, or to there being too much tension in the regulating spring. The reason why the whistle blows when the brakes are released is that, there being a direct opening between the signal pipe and main reservoir, air will flow back from the signal line every time the main reservoir pressure is reduced in releasing the brakes. This causes a reduction of signal line pressure right at the signal valve, causing it to operate just the same as though the reduction were made at the car discharge valve. Where the whistle gives two or three blasts for each pull of the cord it indicates too loose a fit of the signal valve stem. The signal pipe failing to charge may be due to the choke opening in the reducing valve being stopped up with dirt and gum.

#### BRAKE CYLINDER PRESSURE IN EMERGENCY

Q. Will you kindly answer the following question which has caused considerable argument between a brother engineer and myself? He claims that we get a higher brake cylinder pressure in emergency than we do in full service; while I claim we do not get any higher brake power, but simply get the brake set quicker. Now, which is right? Give reason for answer.

P. C. B.

A. In offering an answer to this it might be said that you are both right or that you are both wrong, all depending on the type of triple valve used. Where the Westinghouse quick-action triple valve is used, brake-pipe air is vented to the brake cylinder in an emergency application; consequently, a higher brake cylinder pressure is obtained than in a full service application. The New York quick-action triple valve, when operating in emergency, vents brake-pipe air to the atmosphere, and not to the brake cylinder; therefore, no higher brake cylinder is obtained than in a full service application. With either type of triple valve the brake is applied

quicker in emergency than in service.

#### QUICK-ACTION CAP

Q. Will you please let me know through the air-brake department of our JOURNAL why some of the distributing valves are equipped with a quick-action cap while others have a plain cap? P. C. B.

A. The purpose of the quick-action cap is to assist the brake valve in venting brake-pipe air when an emergency application of the brake is made, especially where engines are double-headed. However, it is seldom used on engines in switching service, due to the fact that these engines are not used in double-heading. Now, it may be that this is what you have noticed, that is, distributing valves on engines in road service have the quick-action cap, while those in yard service are equipped with the plain cap.

#### Questions and Answers

BY JAMES GREGORY

Q. How much lead would a 25 x 30 engine have with a Walschaert valve gear, and what would be the port openings at 6-inch cut-off? A. T. B., Engineer.

A. The amount of lead usually given with Walschaert gear in order to effect the same steam distribution as the Stephenson gear at short cut-off is usually 3-16 inch. Where the Walschaert has a variable lead it would be somewhat less, and even with a fixed lead it is often less in the case of switching engines, the starting power of which is most important.

The writer has no figures available showing amount of port opening for a 6-inch or 20 per cent cut-off, it being not considered practical to work an engine that close, but at a 25 per cent cut-off the port opening would be about 5-16 inch.

Q. Is there any outside valve gear with a variable lead? If so, which one?

A. T. B., Engineer.

A. The Walschaert gear, in its original form, does not provide for a variable lead, but it may be proportioned and adjusted so as to perform the same functions as the Stephenson gear in the matter of increasing the lead, as the lever is hooked back. In order to do this the back motion must be so distorted that it

is not done, excepting on engines having little backing to do, such as fast freight and passenger engines. There are more ways than one to do it.

**Q.** I am running a Baldwin passenger engine six wheel connected, with piston valve and Walschaert valve gear. She pounds on left forward quarter when running 30 or 40 miles an hour so you think she'd knock the stack off, but not so much when working slow. She has just gone through back shop, but is the same as before. Where would the trouble be in such a case? **I. O. U.**

**A.** A loose main driving box on left side would have the effect you mention. It may be a slack pedestal binder or wedge, but is most likely a loose fitting main driving brass. When engine is going slow there is only an intermittent knock when piston leaves forward center on left side, or, as you say, when pin is at "forward quarter," but when going fast there is a continuous vibration produced that often threatens to shake things to pieces. The steam distribution and general condition of engine have much to do with the effect of a poor fitting driving box; the looser she is the worse the effect.

**Q.** In what way is the Walschaert gear altered to give a change in lead from full gear to short stroke position of lever?

**R. B., Div. 11.**

**A.** One plan is to slot the combination lever at point where radius rod is connected so that point of connection may be varied to suit the cut-off. The connection of the radius rod is by a block that may be moved in this slot in connection with the movement of reverse lever.

Another method is to set the eccentric crank so that it is somewhat behind the position it would occupy if set for a fixed lead. The latter calls for a change in proportion of eccentric crank also, but is less complicated than the other and more favored on that account.

**Q.** It is a well-known fact that engines having Walschaert valve gears are slow at starting. The difference between engines with this gear and the Stephenson gear or link motion engines is more than a little. Has any effort been made to

correct this fault in the Walschaert gear, or is this weakness regarded merely as a notion of the engineers?

**J. K., Div. 110.**

**A.** The loss in starting power of the Walschaert, as well as that of other locomotive valve gears having a fixed lead opening, is generally recognized. It is the price paid for convenience, durability, economy of upkeep and first cost. There has been some effort made to correct the loss of starting power in the Walschaert gear on some roads, where instead of the combination lever being connected to crosshead it connects to the forward end of main rod. This arrangement provides for the same motion as before the change was made, in addition to which the up and down action of the main rod imparts an additional movement to the combination lever, the effect of which is to delay the valve events so as to correspond closely to the valve movement by the Stephenson link motion. The writer has no data at hand showing performance of engines with this new feature, but the fact that the engines recently ordered are to be equipped with it is a favorable sign.

**Q.** If the eccentric rod be broken or disconnected on one of the outside valve gears having a crosshead connection, say like the Baker or Walschaert gears, and the engine should stop just before reaching center on the disabled side, with the crosshead still connected to combination lever, would the engine not be weaker at starting than if engine was completely disconnected on that side? Is there any great gain in power over engine completely disconnected on disabled side?

**H. D.**

**A.** You assume, evidently, that engine stopping just before piston reached dead center on disabled side would meet with resistance from preadmission there when trying to start again, but as the main pin at such time would be at point where the leverage was comparatively slight the resistance offered would be considerable, and as opposite main pin is about at position of greatest leverage the starting power of engine would not be seriously affected by the preadmission you refer to on disabled side. Of course it should be understood that engine is practically on one

side, and only good for half tonnage. The impression seems to prevail that if the crosshead connection is not cut out on this gear the engine is still pretty good on that side, but the fact is, that aside from the better cylinder lubrication gained by using some steam on the disabled side, there is no other practical gain. If there be considerable lost motion in valve gear the valve events might all be delayed enough to show some power on the side on which only the crosshead imparted motion to the valve.

**Q.** What is meant by setting valves by sound? How is it done? **R.**

**A.** Setting valves by sound of exhaust. How it is done depends upon where the fault is. This practice is followed when the lameness of engine is due to lost motion, or springing of valve gear, although the fault of setting of an eccentric could be detected, as well as an error in the lengths of eccentric rods. Engineers often resorted to that method of squaring engine usually finding it only necessary to change the lengths of a couple of the blades to get results, but they sometimes got tangled up in trying to correct the fault of an eccentric by changing the blade, or rod, on a Stephenson gear. With some of the new outside gears there is no way to make a change excepting in the length of valve stem, and most of them don't even afford that, the connection of valve stem and its crosshead being often nonadjustable.

With the late years, setting by sound is merely dividing the amount of steam admitted to each end of cylinder so the exhausts from that side would each have equal force, as indicated by their sound.

**Q.** What is regarded as full valve travel? What is full valve travel measured by? Does the size of eccentric improve the valve travel, or wholly control it?

**A.** A valve has full travel when it moves the combined distance of the lap and lead added to the width of admission port openings at each end of valve seat.

It is thought by some to be better to increase valve travel beyond this limit, while others think the opposite. The chief objection to long travel is the additional work it puts on the eccentrics, but

many point to the better steam distribution effected thereby, claiming earlier admission, later cut-off and release, also reduced compression for the long stroke of valve, the benefits of which are gained in some degree at all cut-offs.

**Q.** Would like to know what "clearance" is. **H. D., Div. 303.**

**A.** What we usually call clearance is the space between the piston cylinder head and valve at the beginning of the piston stroke. When the exhaust edges of a valve do not cover admission port it is also said to have exhaust clearance.

**Q.** I recently had what proved to be a loose follower bolt. It pounded hard on cylinder head when throttle was shut off, but not when I used steam. How did steam in cylinder prevent bolt from striking cylinder head?

**ENGINEER.**

**A.** The effect of steam admitted to cylinder was to reduce piston travel the amount of the lost motion in connections to piston, chiefly that in both ends of main rod. In your case that was enough to prevent bolt striking front head.

This temporary remedy will often serve to get engine in without the long delay attending the removal of cylinder head and tightening of follower bolt.

**Q.** I had occasion to use hand oiler on lubricator recently, but after shutting off and with lever in full stroke steam blew out of the open cups so they would not take oil. What would cause that?

**R. R. S.**

**A.** It is likely the throttle valve of lubricator leaked. That is a common fault, as the hand oilers are rarely used nowadays, which would be the only time the fault of leaky valve would be detected. One of the functions of that valve is to supply steam to carry oil to cylinders, so if it leaks when shut off it blows steam out through open cup, thus preventing oiling by hand.

**Q.** What is a tire retainer? Doesn't a driving wheel tire hold by contraction of tire when cooled after being put on wheel?

**H. W.**

**A.** The retainer is an additional safeguard against loose tire. It may be in the form of a ring called a retaining ring, or the tire may be bolted to wheel or held in various other ways. The

simplest means to prevent tire slipping is the "slipped" tire, the lip preventing tire from working in. A tire is prevented from working out by the flange bearing against rail.

Q. Instructions in handling superheater engines say we must have lever full ahead or back at starting to get a perfect oil distribution on the full face of valve bushings. In what way does the full valve travel distribute oil over whole surface of bushings? D. R.

A. The valve does not distribute the oil, but in giving it full travel the whole surface of bushings is open to contact of steam, which carries the lubricant to the exposed surface. When valve travel is short there are parts of the bushing, not directly exposed to the steam, depending on what oil may be drawn to those points from the uncovered parts which the valve reaches while being operated at short cut-off. This condition is more marked in the slide valve, owing to the greater surface in contact with seat using that type of valve, but it is also noticeable in the piston valve at very short cut-off.

Q. Could it be possible for a loose tank wheel to go over the division all right? If one were found, would it be safe to take chances of going in with it? S. T.

A. It is likely that sometimes engines have gone a considerable number of miles without mishaps, but it is best to ask for instructions in case where loose wheel is detected on the road. Under no circumstances should train be hauled by engine having a loose wheel, it being positively dangerous, especially when running over frogs and switches.

Q. What is the quickest and best way to fix up a Walschaert gear engine if the eccentric rod breaks? M. M.

A. After removing the broken parts block link block in center of link, then disconnect lifting arm. Your engine is now ready to go, but is practically on one side, for while the crosshead movement will give an amount of port openings equal to the lead, that will be of no help to start. Some recommend cutting engine out completely on disabled side and there is much in favor of that plan.

Q. I find that by enlarging the nozzle

of exhaust it makes a great difference in the power of the engine I run. I think there should be more effort made in that direction by the Motive Power Department, as the tonnage rating is now such that our engines need all the power they have to haul either passenger or freight trains so as to make time required. Don't you think that there is room for improvement in that direction? Don't you think it is better for the engine and the engine crew to have a free working engine?

W. D. M.

A. There is no question as to the advantage of using a large nozzle so far as the power is concerned if the draft is not weakened so as to hinder steaming of engine. Where engines have regular crews the large nozzle may be run on engines having crews who can take advantage of the big nozzle, otherwise it may often prove a disadvantage. It requires a skillful handling and co-operation on the part of both engineer and fireman to reap fully the benefits of a free working engine; the average crew is likely to do better work with an engine having nozzle small enough to make steam with ordinary handling. This is an illustration of the fact that theory and practice often conflict, for while the highest percentage of power may be developed with the larger nozzle, steam pressure may be more consistently maintained with a smaller one, and as it is the consistent, reliable, everyday service that counts most favorably for the power, the best results are gained when the nozzle is run for steam making, if not overdone. This is particularly true of engines in the pool.

Q. What is the reason the big engines of today don't do the work expected of them and for which they are often guaranteed? In many cases they do little more work than the much smaller engines of a few years back. OLD-TIMER.

A. The prejudice against large power has had something to do with creating an unfavorable impression of it, yet the fact remains, though in lesser degree, that the modern engine, at least before the addition of the superheater, did not measure up to expectations. Some charge it to recently adopted methods of computing train tonnage, others to steam distribu-

tion. Both, no doubt, have their influence. There is one thing sure, the engine of today has her hauling capacity always taxed to the limit under the tonnage system of rating, which was not the case with the engines of former days, when trains were made up of a certain number of loads or empties. The loads might be cotton, lumber or iron ore, which made quite a difference, and this difference accounts largely for the great runs we old-timers used to make with our little old 16 x24 engines in the days of the hand brake. It is just as true that the larger modern engine, inch for inch, does not compare favorably with the smaller engine it replaced. It is conceded the steam passages, especially those of the exhaust, are too much restricted, particularly at the nozzle. In building the monster engines the human equation was ignored. The smaller engine could develop the highest degree of efficiency with hand firing, but the man proved too small for the grate areas of the later designs, and the makeshifts necessary to aid him chief of all was a restricted nozzle, all operated against the development of the full power of the engine.

Since the adoption of the superheater we hear less complaint of the big power; also less of the great runs we used to make with our little old 16x24 in the good old days.

**Q.** What would make an engine go lame when lever is cut back, though square in full stroke? Stephenson gear. **RUNNER.**

**A.** Several things might cause that. In short cut-off valve movement would be somewhat affected by back motion. It might be the fault of the lubrication, in which case the spring of valve gear parts might distort valve movement. It is also true that an engine shows lameness if working at short stroke which cannot be detected so easily if the exhaust sound is louder as when working at long cut-off.

**Q.** What is variable lead? Variable exhaust? Variable cut off? **RUNNER.**

**A.** Anything variable is that which may be varied. Variable lead is had with the Stephenson gear, as the lead opening varies with the position of reverse lever. The lead is least in full stroke position,

increases as lever is hooked up, and is greatest at center position of lever.

Variable cut-off is caused in the same way by all locomotive valve gears by changing position of reverse lever. The variable exhaust is no longer used. It was formerly in use on hard coal-burning engines, chiefly, the nozzle being so constructed that it could be made larger or smaller at the will of the engineer by operating a lever in cab. There is much to be said in its favor, but it is another instance where theory and practice do not harmonize at all times.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

### New Ruling on Rule 218

The American Railway Association, through its Committee on Transportation, has recently handed down a new ruling on Rule 218, which gives to that rule a meaning not embodied in its language.

The ruling is as follows:

"Question—Referring to Rule 218, under the following order is No. 10 designated by its schedule number alone: 'No. 10 engine 75 meet No. 9 at B?'

No. 9 being superior by direction, should it find No. 10 at B displaying signals, would No. 9 be right in proceeding, or should it consider the engine number only for identification purposes and remain at B until it meets all sections?

**A.** When a train is named in an order, all sections are included. Therefore, in the absence of further train orders, No. 9 should wait at B for all sections of No. 10 (see Rule 218, Standard Code of Train Rules)."

The Standard Code of Train Rules has been refined until it is a technical instrument, even going so far as to define the exact meaning of certain words, and we have a right to expect that the language of the several rules comprising the Code

s concise and free from ambiguity. In making rulings on Rule 218, the editor of this department has followed the evident meaning of the rule as expressed by its clear language. And up to the time that the above ruling was made by the Committee, it has never been found necessary to read into the rule something which was not there. The rule as it now stands has been in effect for ten years and the ruling given above is the first ruling the Committee has made upon the point involved. The rule reads as follows:

"218. When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it."

The above rule is a clear statement of principle, and in making rulings upon the rule the editor of this department has held that when the schedule number was used in an order in connection with the conductor's name or the engine number that the train was not named by its *schedule number alone*.

To better understand Rule 218, it is necessary to go back in the history of the rule to the time when it was first adopted. In 1887 Rule 218, then known as Rule 520, was adopted in the following language:

"When a train is named in an order, all of its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it."

Under that rule the engine number could be used without affecting the operation of the rule, because all sections were included in every case unless particular sections were specified. Under this old rule it was found that the dispatchers were using engine numbers and also the conductor's name in some cases, and by so doing were virtually identifying a certain train as being the one indicated by the order, and gradually it became apparent that, to be consistent, the order should not specifically identify a certain train when it was expected that other trains had equal rights under the order. For example: No. 10 engine 75 specifies a certain train which can be identified by its engine number, notwithstanding the fact that

there may be two sections on No. 10 schedule.

But the present rule states that when a train is named by its schedule number alone all sections are included. Such a rule is consistent for the reason that the term "No. 10" may be equally applied to any section of that schedule, but when we say "No. 10 engine 75" then we specify a certain section of that schedule as having right to use the order. By going further into the subject we find that the definition of "schedule" as given by the Standard Code is as follows: "That part of the timetable which prescribes class, direction, number and movement for a regular train." Therefore the term "schedule number alone" as used in the present Rule 218 refers to the number as given on the timetable. It is certain that the engine number is not given on the timetable, therefore, the schedule number alone certainly does not include the engine number, because if it did the engine number would have to be shown on the timetable or the definition would have to be revised.

It will be observed that the ruling which has just been handed down by the Committee gives the same meaning to Rule 218 as that rule had prior to its revision in 1906, whereas the wording of the rule is entirely different. That part of the question which reads, "or should the engine number be considered for identification purposes," is peculiar, to say the least. What reason can we have for "identifying" a train in an order except to convey the information to all concerned that such train is the one with right to use the order. The engine number in case of an extra train is sufficient to clearly identify that train, and there is no necessity for other kind of identification, and if the engine number can identify an extra train it can identify a regular train. And this fact is the reason why the old rule was changed to require the schedule number alone to be used when all sections were to use the order. However, the ruling destroys the intention of the rule and turns the hands of progress back ten years.

It is now imperative that each road rule on the above point and elect what shall constitute the "schedule number alone."



In the meantime every man in train service must depend upon Rule 106 and Rule 106 and take no chances.

Hereafter all rulings on Rule 218 will conform to the ruling of the American Railway Association, although the editor of this department still believes that his former rulings comprised correct practice and only changes his ruling in the interest of harmony.

PALMER, MASS., Jan. 15, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
The regular meeting point for No. 1 and No. 2 is at D. No. 2 is superior by direction.

When No. 1 arrives at D it receives an order as follows:

"No. 1 has right over No. 2 D to G."

When No. 2 arrives at G No. 1 is not there and is not due there. Is there any way that No. 2 can pass G without further orders?

DIV. 63.

A. The purpose of a right of track order is simply to reverse the rights of trains. Thus, No. 1 in this case becomes superior to No. 2, and No. 2 can advance against No. 1 in just the same manner that No. 1 can advance against No. 2 when it has no orders concerning No. 2. That is, No. 2 can advance against No. 1 by clearing the time of No. 1. Thus, if No. 2 can make F and clear the time of No. 1, it may pass G and proceed to F. The rule states that if the second named train (No. 2) reach the point last named (G) before the other arrives, it may proceed, keeping clear of the opposing train (No. 1) as many minutes as such train was before required to clear it under the rules.

CINCINNATI, OHIO, Feb. 4, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Stations between A and G are open from 7 a. m. to 7 p. m. A and G are open continuously.

No. 6 is due at C at 4:27 a. m., and No. 31 is due at C at 6:15 a. m. No. 6 was late and received an order to meet No. 31 at F. After No. 6 had left A the dispatcher issued another order to No. 6 at C and to No. 31 at G, directing the trains to meet at E instead of G.

The operator at C put his stop signal at block and went on with his other duties about the station. No. 6 was not scheduled to stop at C and passed that station without observing the stop signal, the office not being open ordinarily until 7 a. m.

Should an order be put out for a train at an office which is supposed to be closed without some extra precaution being taken? Do you think that the crew of No. 6 were entirely at fault?

A READER.

A. The display of signals from an office which is not supposed to be open is not provided for in the Standard Code of Train Rules. That is, there is no rule governing the manner in which a signal must be given from a closed office at an irregular hour; therefore, the case should rest upon the local practice of the road concerned, if such practice has been frequent enough to be recognized as established; if not, then the case should rest on good judgment and the general practice in like cases.

The general practice of roads is to use some extra precaution in such cases, for the reason that when an office is opened for business at an hour when the special rules indicate that the office is closed, the signal at that time, under the rules, could not be considered as a governing signal, and as a result it would not be as closely observed. It would seem that a flag should be used in addition to the train order signal, as the signal is not officially in service until the hour when the office is shown as being open for business.

The Standard Code of Block Signal Rules substantiates this view of the case in a rule which reads as follows:

"When a block station is opened at an irregular hour, trains must be notified by train order or by special instructions, and special precaution must be taken to call attention of trains approaching the block station to the indication of the block signal."

This rule cannot, of course, be made to apply to the train order signal, as it is given especially for the block signal, but the fact remains that the rule recognizes the danger of a signal which is being operated at an irregular hour, being unobserved by trains during that time. As a matter of fact, the block signal and the train order signal are generally the same signal, and this rule seems to furnish the explanation to the case.

### A Letter from Dan

CHICAGO, Dec. 3, 1915.

FRIEND BILL: Its a long time since I sent you a line, an mores the shame fer I'm on passenger now an have time to burrr these days. Ov coarse theres one good' raison I have fer me silence. Everyone has a good or bad excuse fer not takin the trubble to rite, so Bill I'm that same way meself, an the raison is theres nothin much been doin since you raytired that cud be called sinsational till now, so thats why I didn't rite sooner, an the same why I'm writin now.

Yes Bill thay are things doin here on the rode now thats a joke shure, an as Windy Jim offen sed in the Division when he'd begin a two hours discourse on nothin: I'll meerly giv you an outline ov it.

Divil a much use to ask any ould timers like you ta guess what it is, so we might as well cum to the point as "Windy" useta say about the end of the furst hour, an him still havin an hour to go on, an he goin' away from the main point all the time. Well Bill, to make a long story short we are now federated here with the firemen. It was pulled off at a meetin called a jint meetin. Everything is jint here now. Jint comitees; jint intherests an so on an so forth as one feller sed at the meeting. It wus a kind of giv and take affair. I often herd it sed that all things ud be perfect when we'd see the lion an tha lamb ly down together, so it struck me Bill, when I saw all the engineers an firemen in one room, an everybody lookin like he was sittin fer his tin-tipe, that if the lion an tha lamb didn't lay down together yet, thay wud soon, fer weere shure on our way, as Windy Jim ud say to a higher civilazation. Well, let her go sez you.

Yes Bill, tha big nois at tha meetin wus a long haired lad that a cuple of years ago was hawlin cord an other farm products to Willvale Station on the River division, an tha way he tore into tha rale-roads wur a caution. An he had figgers ta back him up too, at least he had a lot of them, an thay wur backin him up alrite fer no one tried to call him down, so he kept on talkin hi finance till he got into the millions. He left us thare to go higher an didn't come down fer an hour or so, but we all stayed right thare waitin like a 4th of July crowd gapin up in the sky after a baloon, that went out of sight fer a while. After comin down agen he sed we must adopt a slogan uv some kind ta express our sentiments properly, a kind uv concreet wurkin basis to stert on at least, an he sed, an his arms and hair wavin wild, fer all the world like a fussy ould farmer thryin to stop a thrane when his cattle is on the right away. Yes, he sez, we must adopt a slogan, an I wud suggest the following as bein highly appropriate. This is it Bill. Eight hours work and eight play, eight hours sleep and eight dollars a day, an dubble time fer overtime. It don't sound bad. It cud be improved upon in a finanshal way by makin it fer instance, ten or more dollars a day, but as he sed eight would do to start on Bill, sum o these long haired lads have grate idays. Shure we wouldn't think of that in a hundred years. As I sed befoar, the lad is a fireman on the River division, an thay say he's no grate shakes uv a fireman ayther. Well what harrum bout that if he has good idays, and he sure has them an he has hair enuff ta run fer governor on tha soshalist ticket on the shortest notice. We must get together and pull together, he sez, an lift ourselve up to a higher plane soshelly an finanshally. He

cud say the right thing Bill, an say it loud too; eight dollars a day an dubble time fer overtime an me on the Nigger Local makin 5 hours overtime every day of me life got me started figgerin up how long it wu take me at that rate ta pay fer me place, so when I had it all settled an me writin out me check fer the lasht payment in June, in me mind, a vice ses, Casey are you votin? At that I saw everybody with their hands up, so I did the same. Then someone sed carried, an Downey nex to me sez, its cinched now. I sez whats cinched Downey, an he sed the federashun. Well, let it be so, sez I, fer it shure looks good to me, an everyone present thought the same, so thats how it happened Bill.

Then tha chairman hollers out, let us now have a raycess to get acquainted with each other. Let every man shake hands with every other man prisint an promote a feelin of good fellaship. At that Bill we commenced shakin hands an goin round fer all the wurd like a walk round a minstrel show. I sidesteped a few of them Bill, that I couldn't shake hands with for twice eight dollars a day an two dollars an hour fer overtime, when I spied me bold fireman, me regular man, makin fer me like a football player buckin tha line, I thried me besht to avide but he nailed me and stuck out his mit, so what could I do. The big shlob almost let tha valve pops freeze up tha thrip befoar on Hanlon's Hill, an we sthalled ded. I called him down like I ought, an I wasn't over it yet, but I shuk hands all the same, tho I cud see by the ways things wur wurkin that callin tha fireman down fer anythin wur to be a thing of the past after the federashun, an Hanlon's Hill hereafter would be a regular sthop fer the Nigger Local. Beleeve me it went agen the grane ta shake hands wid the big sthiff, but what cud I do. One feller sed where in the raleroad game fer the money theres in it, and when I thot o that sez I to myself if I do shtall on Hanlon's Hill I'll only have to dubble on throttle make me more overtime. So be lookin at it from a finanshal point of view, as Windy Smith ud say, it didn't look so bad after all, so I shtuck out me mit and shuk agane wud tha big thick hed.

After the walk around we gave a risin vote o thanks to all present fer tha success o tha meetin an three cheers fer the success o tha federashun, so tha hen is on Bill.

Weere all on equal ground Bill ya see. I don't know yet how its goin to wurk out, but bechune you an me an I don't want it to go any farther, I have me doubts about it, fer I hate like the very divil to shtall on Hanlon's.

I'll let you know how its wurkin soon.  
Yours thruly, DAN CASEY.

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## Eight-Hour Day—Freight and Yard Service

The shorter day for engineers has been a long drawn-out discussion. Switching service, in particular, has so denied the decent comforts of life, that complaints have been many, and justified. The twelve-hour night in particular, over which hundreds have complained that their own children seldom saw them, and to attend church service was out of the question, so the desire for a shorter day grew apace with all classes of the service, and with nearly all other mechanics, having an eight-hour day and a great factor of them a half-holiday on Saturday. And men in train service believed they had as good a right to a shorter day.

The thought culminated in the adoption of resolutions by the delegates in the conventions of the four organizations in train service, instructing their executive officers to make an effort to secure an eight-hour day and time and one-half for overtime, such as is prevalent in other lines of mechanical work.

To carry out this wish, a committee was appointed by the executive heads of each organization and instructed to meet in Chicago to prepare a proposition to submit to the membership of each of the Orders. The Chief Executives met with them, and the result was the following proposition in the form of a ballot to be submitted to all employees in train service to vote for or against, on whether the demands should be made upon the railroad companies. Accompanying this ballot were instructions that it must be understood that this is not a strike ballot. It is an expression which, if voted for, authorizes the Chief Executives and committees to present the demands included in the ballot to the railroad companies, and to represent the men on all questions in connection with the presentation.

Each employee entitled to vote should be allowed to do so uninfluenced; he should be permitted to sign and detach the ballot, place it in an envelope, close, seal and return it at once to the representative presenting it. The name of each person voting must be plainly written across the face of the envelope, also division or yard, and name of road where employed.

The local representatives and chairmen are not to open the ballot or count the votes, but shall forward the envelopes containing the ballots, unopened, direct to the headquarters of the respective organizations, by registered mail or express.

The proposition contained in the ballot reads as follows:

"Article 1. (a) In all road service 100 miles or less, eight hours or less, will constitute a day, except in passenger service. Miles in excess of 100 will be paid for at the same rate per mile.

"(b) On runs of 100 miles or less, overtime will begin at the expiration of eight hours.

"(c) On runs of more than 100 miles, overtime will begin when the time on duty exceeds the miles run, divided by 12½ miles per hour.

"(d) All overtime to be computed on the minute basis and paid for at time and one-half times the pro rata rate.

"(e) No one shall receive less for eight hours, or 100 miles, than he now receives for a minimum day or 100 miles for the class of engine used or for service performed.

"(f) Time will be computed continuously from time required for duty until released from duty and responsibility at end of day or run."

#### HOURS AND PAY

"Article 2. (a) Eight hours or less will constitute a day in all yard and switching service. The minimum day's pay for eight-hour yards shall not be less than the present day's pay for 10-hour yards. Provided, that in yards having a minimum day for more than 10 hours the present day's pay, as in effect January 1, 1916, will be continued with the eight-hour day.

"(b) Time to be computed continuously from time required for duty until released from duty and responsibility at end of day or run. All over eight hours within any 24-hour period to be computed and paid for at the rate of time and one-half time.

"(c) All overtime to be computed on the minute basis.

"Article 3. (a) Eight hours or less at present 10 hours' pay will constitute a day's work in hostling-service.

"(b) Time to be computed continuously from time required for duty until released from duty and responsibility at end of day or run. All over eight hours within any 24-hour period to be computed and paid for at the rate of time and one-half time.

"(c) All overtime to be computed on the minute basis.

"Article 4. Any rates of pay, including excess mileage or arbitrary differentials that are higher, or any rules or conditions of employment contained in individual schedules in effect January 1, 1916, that are more favorable to the employees, shall not be modified or affected by any settlement reached in connection with these proposals. The general committee representing the employees on each railroad will determine which is preferable and advise the officers of their company. Nothing in the settlement that may be reached on the above submitted articles is to be construed to deprive the employees on any railroad from retaining their present rules and accepting any rates that may be agreed upon or retaining their present rates and accepting any rules that may be agreed upon."

"Road and yard service of all classes are included in the proposed eight-hour basic day and time and one-half for overtime. This means that the road mileage rate will be increased from 10 to 12½ miles an hour. In all road service, 100 miles or less, eight hours or less, will constitute a day, and overtime will commence after eight hours on runs of this character. On runs of over 100 miles, overtime will begin

when the time on duty exceeds the miles run, divided by 12½ miles per hour.

"If this proposition becomes effective, it will mean more to the man or the drag than to the man on the preferred run. The drag and other slow trains that do not make the miles within their time limit will profit. The man whose miles are made at a greater speed than the time limit will not profit. This means that the man on the slowest, most exacting, time-killing job will receive the greatest advantage. The man on fast freight seldom will have his miles exceeded by the time limit. The proposition as it applies to the yards means eight hours within eight hours, at the present daily rate. (Article II., par. b.)"

This proposition does not include passenger service.

#### GENERAL MANAGERS HOLD CONFERENCE

When it became known that the proposition for an eight-hour day and time and a half had been submitted to the employees in train service, the managers of the railroads called a conference and made public statements that were greatly exaggerated. And in consequence the chief executives met in Cleveland and took up each phase of the proposed eight-hour day, and why the members of the various orders stood for it. Their statement follows:

#### WHY THE EIGHT-HOUR DAY?

"The demand is fair; all of the leading industries and trades, railroads excepted, have recognized the economic justice of the eight-hour day. We believe it can be adopted with no greater inconvenience by the railroads than accompanied its introduction in other employments.

"The eight-hour day movement is based wholly upon the justice of a workday of reasonable hours that will permit the men to further separate the dead line between work and wages. The railroads say in effect that men who have put in a few years of railroad service have worked themselves out and will not be accepted if they lose their positions. If men are worked out in a few years under present service conditions, as the railroads in effect declare, the demand to extend their wage-earning years is fully justified.

#### EXTRA PAY FOR EXTRA WORK

"Overtime in road service is due almost wholly to the practice of railroads over-

loading trains so that they cannot make their mileage within their time limits. The railroads are doing this for profit; they do not deny it, and if they propose to demand extra service at the sacrifice of the health and future earning ability of the men they should pay extra for it. The payment of overtime applies with particular force to yards where the companies can regulate their work so that no overtime need be made. If they exact extra service, it is to their own interest and the men have a perfect right to demand time and one-half for that service.

#### SHORTER WORKDAY A REAL WANT

'The railroads contend that the men are not sincere in their demand for the shorter workday; they declare they want a wage increase rather than a time decrease, and refer to a small number of the men who prefer the extra hour jobs to prove it. If the companies desire to test the sincerity of the men, let them prove their belief in what they say and establish the eight-hour day so that the men do not have to make a minute of overtime. The shorter workday is the only proposition on which the men are voting.

'The statement has been made that the payment of overtime is an incentive to delay work during the regular working time. It does not apply to railroad service. Both the employers and the men know that if delays are made without reason, the men are called to account for it; if at fault they are disciplined, and the companies have it within their power to determine whether or not delays are unnecessary.

#### EXAGGERATE EARNINGS OF MEN

'The railways have introduced statements that serve no purpose other than to divert attention from the main question; for instance, the money paid to a 'green' brakeman is quoted at \$800 a year. A 'ripe' brakeman does not get any more for the year than the green brakeman, except that the ripe brakeman has a regular job and stands a chance to make regular time, while the green brakeman is on the extra board and must take his chances for employment when the regular man lays off. Instead of getting \$800 a year, there are times when he will be fortunate if he has a chance to

make a trip once a month. If he works on certain roads, that one day will be applied to his payments due the voluntary relief association and he will not even receive that in money.

#### WHAT THE MEN REALLY GET

'The pay of train service employees, other than passenger, is based on 100 miles or less, 10 hours or less. In the Eastern territory, for instance, the brakeman will receive the munificent sum of \$2.67 for regular freight train service, out of which he must maintain his family at home and take care of himself at the other end of the road. The 100-mile trip is what represents one day's work and means that at its expiration the man must lie away from home until he is deadheaded back or returned with a train. The conductors in all classes of road service receive approximately one-third more pay than the brakemen. The difference between the wages of the two is easily estimated.

'To be specific, the wages paid in freight service in the Eastern territory are as follows:

'Through freight: Engineers, \$4.75; firemen, \$2.45 to \$3.40, according to class of engine. Way freight: Engineers, 25 cents additional and firemen 15 cents additional per day. Switching service: Engineers, \$4.10; firemen, \$2.50 and \$2.60.

'One hundred miles or less, ten hours or less, constitute a day. A few roads pay engineers \$4.85 and \$5.15 per 100 miles or less for certain classes of heavy power, while other roads in the same territory, with heavier engines which handle approximately 35 per cent more tonnage, pay the same rate of \$4.75 to the engineer, although the fireman gets the benefit of a graduated scale running from \$2.45 to \$3.40.

'Through and irregular freight, work, construction, snow-plow, circus or wreck-train service: Conductors, \$0.04; flagmen, \$0.0267; brakemen, \$0.0267 per mile; runs of 100 miles or less to be paid for as 100 miles, on a speed basis of ten miles per hour. Local freight service, way freight, pick-up or drop, mine and roustabout service are paid as follows: Conductors, \$0.045; flagmen, \$0.03; brakemen, \$0.03

per mile; 100 miles or less, ten hours or less, constitute a day.

"Eight hundred dollars means that the brakeman who receives that amount must work 100 miles or less for every calendar day in the year. The railroad men are piece-workers; they do not get paid by the year, but by the days worked. Whatever wages brakemen receive above \$800 are earned because they have worked overtime. It is no trouble to estimate these wages, for they are based on 100 miles or less, ten hours or less for the day's work. Wages are a trifle higher in the Southern and Western territories.

#### SHORTER DAY NOT A NEW PROPOSITION

"The statement has been made that this present demand for the shorter workday is based on "peak" earnings of the railways, due to the present boom in business. This is not so. The shorter workday movement was started before the present earnings of the railways were thought of. The demand is based wholly on the absolute belief of the men that the eight-hour day is the proper workday, and that when they have worked that number of hours they have fully complied with every reasonable requirement that pertains to a fair day's work.

#### ROADS IN RECEIVERSHIP

"The statement has been made that roads in the hands of receivers have not cut wages. The fact that wages have not been reduced on such roads is not to be placed to the credit of the companies themselves, but rather to the courts that have denied the right of the railway companies to reduce wages of employees on railroads in the hands of receivers.

"Forty-five per cent of the earnings of the railroad companies are paid in wages, affording opportunity to show the sum total of wages paid. What the railroad employees are interested in is not the bulk sum paid to all of the railroad employees, but the individual amount that goes to each man, and it is only on this basis that the figures of the railway companies interest him.

#### SHORTER DAY PRACTICAL

"That there is not so much justification for the contention of the railroads that the eight-hour day is impossible is proven

by the fact that at the present time there are seven roads in the Southeastern and one in the Western territory that pay overtime on an eleven miles per hour basis. Six roads in the Southeastern, and two in the Western territory, pay overtime on a twelve-mile per hour basis. Eight in the Southeastern, and five in the Western territory, pay overtime on a twelve and one-half miles per hour speed basis. There is only one road in the United States of which we have knowledge that works more than the ten-hour workday, namely, the Monongahela.

#### FEDERAL WAGE REGULATION

"The question has been raised, 'Whether there should be a national regulation of wages on the railroads, to be administered by a special national board?' This is a question that at this time should not enter into a discussion of the main proposition. It contemplates, however, so great a departure from the present methods of fixing wages that certain inquiries as to its effect are pertinent. The most important are these: Does the proposition by implication mean that wages so fixed would have to be accepted by the employees without question? Is it the idea that wages and conditions once decided by a board of the character suggested would mean that the employees would have to accept them and remain in service? If neither of the suggestions applies to the proposition, and railroad employees are to be left perfectly free to accept or reject wages and conditions fixed by such a board, and would not consent to work under them, it would leave the situation exactly as it is. There does not appear much to be gained by the creation of such a board unless involuntary servitude is expected to be a part of its application. Understanding the question as it has in this way been answered, the railroad organizations are opposed to it.

#### GOVERNMENT OWNERSHIP NOT THE QUESTION

"The following has been asked: 'Whether there should be government ownership of railroads reducing the employees to classifications under the civil service?' The question of government ownership has nothing whatever to do

with the present shorter workday movement, and therefore is not a matter for discussion relating to it.

#### NOT HARMFUL TO OTHER CLASSES

"This question has been asked: 'Whether the railroads in responding to the present demand of the four Brotherhoods should reduce the wages of other classes?' Certainly not. The effect of wage increases to the four Brotherhoods in the past has been to encourage increase in wages to all other employees, whether or not they were organized. It is true that in the past two years the railroad companies have attempted to show that the increased pay secured by the employees who were organized prevented them from increasing the pay of employees who were not organized. The purpose of this contention has been merely to becloud the main issue. The fact stands in evidence that no wage increases were given to the organized employees until they exerted every pressure at their command.

"Another question has been asked: 'Whether they should reduce interest and dividend payments?' So far as railway employees are concerned, that is a matter with which they have nothing to do.

#### IMPROVEMENTS DEMANDED BY THE PUBLIC

"The next question asked is, 'Whether they should cut down expenditures for so-called non-productive improvements?' That is a matter entirely within the judgment of the railroad companies themselves, governed largely, however, by the demands of communities for buildings and terminals that will meet the requirements established by civic pride and business demand. If a railway company in complying with public demand expends twenty millions for a passenger station that will not increase its revenues, it can hardly be expected that the employees alone should assume the cost of the unproductive investment. It bears the same relation to their wages as so much watered stock.

#### SHALL THE ROADS SEEK INCREASED RATES?

"We are asked, 'Whether they, the railroads, should seek another increase in rates?' This is asked on the assumption that wages are to be increased. The men are not asking for more money. They

are asking for a shorter workday. If the railways insist on a longer day, then it will mean increased pay. If the railways need revenues to meet their increased costs of operation, yes. There is no other business in the United States that is not at perfect liberty to adjust its revenues to meet its cost of operation. The fact that the railway companies must first secure authority from the Interstate Commerce Commission to raise rates places them in a different position entirely from the remainder of the business in the country. This, however, is not the fault of the employees, and it is wholly unfair to expect that approximately eight million railway employees, and their dependents, must sacrifice their interests to the general betterment and welfare of the remainder of the population. Why should not the railroad companies be permitted to increase rates to meet legitimate costs, the like of which had to be met in the same way by every other industry?

"We are asked, 'Whether they, the railways, should refuse the present demand and risk a strike, should arbitration be refused by the employees?' This is a question that at this time is not a part of the discussion. Whether arbitration will even be suggested or whether it will be agreeable to either side is a subject that at this time cannot even be guessed.

#### ARBITRATION

"The position of the railroad organizations in regard to arbitration is about the same, and might be expressed in general terms as follows: They are not opposed to arbitration, neither are they pledged to accept it. They are practically pledged to peace, but that does not mean peace at any price. It means peace with honor, and not peace at the sacrifice of justice. The organizations do not desire to take issue with the public; they have no disposition to take undue advantage of it in any sense; they accept every public responsibility. They challenge even the inference that they have not always been fair to the public and they ask from the public only that which the public holds fast as its absolute right, namely, the liberty to make its own terms of service so far as it has the power. Now, to say what will be done, would be based wholly

upon personal opinion and without organization authorization. It is true that in past arbitrations the men were disappointed and to some extent lost faith in that method of adjustment of differences, but there is neither warrant nor authority for saying that arbitration will or will not be accepted. Circumstances will determine the position of the men when the need arises, and they will then decide what shall be done."

### What Employees' Demands Mean

In a pamphlet before us a statement is made to the public by the executive committee of the Association of Railways, in which they say:

"They do not mean an eight-hour day as represented.

"They do mean an increase of approximately 25 per cent over present wages fixed by arbitration for the same amount of work.

"They mean an increase of 87½ per cent as compared with the present rate for overtime.

"To allow the increase would add \$100,000,000 a year to the operating expenses of all the roads in the United States for the benefit of men whose earnings per day were increased by from 30 to 42 per cent from 1913 to 1914, while the wages of the Western engineers and firemen were further increased in 1915."

The committee representing the railways who make this statement evidently think that if they can get this \$100,000,000 scare statement into the minds of the public, the public will pay little or no attention to the real facts when presented.

The National Committee on Industrial Relations says that "the anthracite coal operators have established a \$2,000,000 advertising campaign fund to tell the American people that they cannot afford to increase the wages of the miners one penny. That the demands would cost the operators \$23,000,000."

We think it is consistent to assume that the railway managers are following the example, and intend to spend some millions in an effort to bias public opinion and charge it to operating expenses. A headline in the committee's pamphlet before us reads;

*A \$100,000,000 increase, or a great strike.*

They say that the payroll for the class of employees involved was \$400,000,000 in 1914, but President Elliot, of the N. Y. & N. H. R. R., states in the *Railway Age-Gazette* that it was \$389,000,000, and the president of that road ought to be pretty well up on finance. However, we presume a little item like \$11,000,000 is of no particular consequence unless it is to be paid out for labor. The statement of cost for the eight-hour proposition is an unpardonable exaggeration. They add 30 per cent to total wages paid, where all work done in eight hours and all employees in passenger service should be eliminated.

Their figures would give an increase of \$333 to every one of the 300,000 involved in the movement, but they are evidently trying to make an impression, regardless of the truth.

In the testimony in the arbitration between the B. of L. E., B. of L. F. & E. and the Western railroads—1914-1915—on page 3755, Vol. 5, appears the evidence of Mr. Keefe, testifying for the companies, when they wanted to show in their own interest that the men were paid good wages for short hours. Mr. Keefe said that 113,362 trains made an average of 116.06 miles in 8.38 hours.

If the managers fail to keep their power in good order to do expert dispatching to give these 113,362 trains a chance to get in in eight hours, it will mean an average of 38 minutes overtime for these trains; but if that can be shown to mean 25 to 40 per cent increase, it will require a juggler in figures.

The railroad owners, of course, did not want the 16-hour law, and fought it off successfully until there was a disastrous wreck and long death list, right under the doors of Congress, caused by long hours on duty. The companies thought it would be so expensive that it would wreck dividends, but what are the facts?

The report of the Interstate Commerce Commission shows that in 1913, 263,274 trains were longer than 16 hours on the road. In 1914 the number had decreased to 131,881; and in 1915 to 59,915, and could not help but be an advantage to the com-



panies, because when they were compelled to get trains over the road they had the power to use for other trains, and earn other millions with.

They made strenuous objections to the Boiler Inspection Law, but it passed, through the energetic efforts of the Organizations in train service, and under it hundreds of locomotives with weak, dangerous spots and leaks, were put out of service; but it proved a benefit rather than a detriment, as the following will show:

The I. C. Commission's report shows that in 1915 there were 50.5 less engine failures than there were in 1912, and that the loss of life from engine defects was reduced from 91 in 1912 to 13 in 1915, and it not only saved a lot of overtime, but trainmen's lives as well.

These things have been accomplished in spite of the opposition of the companies, and to their own advantage, and if these things can be done without detriment to the service, overtime can be reduced, and the \$100,000,000 they claim the eight-hour day will cost reduced to a nominal sum.

As to switching service, that will increase cost because it would increase the number, but we do not believe the public will think a demand for decent hours is unreasonable, and as to cost and the truth in relation to it, we will quote from the Committee of the Association of Railways. On page 6 is an illustration of yard pay, viz:

"A man employed in yard work, who is paid on an hourly basis at the rate of \$4.00 a day, or 40 cents an hour, would be paid under the proposed rules for *eight hours at 50 cents*, or \$4.00 plus two hours at 75 cents, one and one-half times 50, which is an increase of \$1.50 per day, or 37½ per cent." (Art. 1, a, b.)

They quote Article 1, a, b, which applies to road service, and evidently did it to deceive, as the Article governing yard service is Article 2, a, which reads: "Eight hours or less will constitute a day in all yard and switching service. The minimum pay for eight-hour yards shall not be less than present day's pay for ten-hour yards."

The wages in such yards would remain \$4.00 per day if the eight-hour day is

granted. The committee make the wages of two men \$11.00, and if they use but two men there must of necessity be a lot of overtime, as they get much overtime now in the ten-hour yards.

The eight-hour proposition means three men at eight hours, or \$12 without any overtime against their \$11 with overtime to more than balance the account.

Hundreds of engineers have worked 12 hours for years, and we have received hundreds of complaints: no amusement, no church, no time to read and mentally advance, and many of their children hardly know them, because they must sleep all day to work all night. *Does the public want that condition?*

#### PUBLICITY

This calamity matter, highly colored, emanating from the Managers' Publicity Committee, whether because it is paid space, or used from policy—has been fed to the public through the press of the country. Many of them have editorially commented, or at least editorial space has been used. Some of these editorials are fair and show that they are their own expressions; others are vituperative and make one feel that it is paid space. However, we cannot expect many business factors to talk for us, who have no incentive to do so but that of being just. The newspapers are business institutions and live on paid space based on the number of papers sold; so the more red there is in the headline, whatever the subject, the more papers are sold, and on these sales is based the value of the space, and it is natural that the managing editor should scan the field of buyers of advertising space, and be careful not to publish matter that does not meet their approval. Our members are sending hundred of clippings from all parts of the country, and of course want each one answered, but we hope our members will remember that the space-buyers in newspapers are mostly of the employing class, and that the newspaper business is a dollar-getting business, and moral conscience does not get very far in such company.

Many of the newspaper editors, however, are very fair in their comments. They are fair because they take the stand that they should know both sides to intelligently discuss so important a matter.

It is evident we will not get much help from the public press, and that we are at a great disadvantage because we are not rich enough to buy it, while the other side can buy space and charge it to running expenses. One thing is sure; in fact, two things are essential for the Organizations to do: Gather every man interested in the result into the Order his service represents, then make demands that can be justified by an honest, impartial tribunal.

We believe in our position on the eight-hour day, and it is up to us to accept misconstruction and criticism with the dignity that a right moral purpose entitles you to, and be loyal to those principles, whatever comes, otherwise we will not be in condition to push our wants to the front where an investigation will be possible, and justice awarded.

In the foregoing, we do not mean to be understood that there are no editors and owners of newspapers who discuss labor problems fairly, and try to analyze labor needs, and what their demands mean to the public and the employer. The *Cleveland Plain Dealer* contained an excellent editorial from a neutral standpoint, which took all the red out of the managers' committee's headline. And among many others the *Philadelphia Public Ledger*, a publication with a nation-wide circulation. The editorial staff of this paper wants to know both sides of the question, and the managers' publicity committee's statement of the destruction of incomes if requests for an eight-hour day are granted, induces them to ask for information, so they may know whether they should advocate national regulation of wages by a special national board, or whether they should advocate government ownership of railroads.

To both of these questions we say emphatically, No.

There is an old saying that "Misery loves company," and the bill offered by Representative Lenroot, of Wisconsin, to put railroad employees under the jurisdiction of the Interstate Commerce Commission was undoubtedly inspired by the managers, or officials of railroads. Under this proposition, if the Interstate Commerce Commission allowed an increase in wages, they would at the same time allow an increase in rates.

We object to the proposed regulation of wages in train service because we have violated no law, moral, statutory or ethical. And such a law would cast serious reflection upon the character of employees. The law would need to be restrictive of privilege with penalties, or it would be inoperative. The railroads are smarting under conditions fixed for their government under the Interstate Commerce Commission, but the employees have offered no excuse for the enactment of a similar law to govern them by regulating their wages and fixing conditions under which they must serve. If we have one, we must have the other, and be penalized for infractions. When the employees in train service do what railroad managements did to create the Interstate Commerce Commission, we will not complain if we are put under the same ban.

The engineers were impelled to organize the B. of L. E. in 1863 from the same causes that aroused public sentiment until it demanded restrictive and regulative laws to govern the railroads, as it did in 1887; and we think it is pertinent to quote some of the complaints. The Senate Committee, known as the Cullum Committee, made a report covering 1450 printed pages; and in their summary of complaints they say:

"(1) Local rates unreasonable; (3) rates made all the traffic would bear; (7) an elaborate system of secret special rates, rebates, drawbacks, and concessions to foster monopoly and to enrich favored shippers; (10) various devices to avoid their responsibilities as carriers; (11) that railroads refused to be bound by their own contracts, and arbitrarily collect large sums in the shape of overcharges in addition to rates agreed upon at the time of shipment; (12) that railroads often refuse to recognize, or be responsible for, the acts of dishonest agents acting under their authority; (13) that the common law fails to afford a remedy for such grievances, and that in case of dispute, the shipper is compelled to submit to the decision of the railroad manager or pool commissioner, or run the risk of incurring further losses by greater discrimination; (17) that railroad corporations have improperly en-

gaged in lines of business entirely distinct from that of transportation, and that undue advantage has been afforded to business enterprises in which railroad officials are interested."

We do not make these quotations from past history in any spirit of criticism of present railroad managers. On the contrary, we know much of what they have to contend with. It is an old saying that the railroad manager who does not produce dividends is headed for another job; they are the buffers between the directors, the investor, the shipper, and the employees' demands for what they think is due them, and we have no feeling of envy; but we do wish to point to the reasons why we do not want Government regulation of wages, and the other denial of rights that naturally goes with it.

#### PUBLIC OWNERSHIP OF RAILROADS

We do not approve of public ownership of railroads for several reasons: First—It would lower efficiency. Second—It would create a great political machine and entice *pork barrel* legislation for patches of road useless to the general public, and in our opinion would dwarf real expansion of railroad building into undeveloped sections, as it has been done by individual ownership, to get into competitive fields, and as feeders induce settlement, while they waited for returns with settlements and growth of business. With the promoter and exploiter headed off by law, some law that will prevent manipulation of these properties, and the destruction of values by the well-known process of water, the managers, who are now expected to produce dividends and interest for the most dropsical water-soaked of these properties, could, with the water out, produce dividends and interest with ease, and take care of any expense the eight-hour day might call for.

#### We Must Work More Hours

President Elliott, of the New York, New Haven & Hartford Ry., in a long article in the *Railway Age-Gazette* of February 15, in discussing the workday, is reported as saying:

"Another tendency of the times deserves thoughtful consideration, for it has a very

important bearing on the malady of the railways. This is the tendency so generally discussed, that individuals should do less work per day. Many would like this, but everyone owes to his country a duty, especially at this time, to give the best that is in him, physically and mentally, and thus help to carry the country through its changed conditions. In most kinds of work it is no strain for a healthy man to work 10 hours a day, but there is now a very strong drift to an eight-hour day and even less. The nation is confronted with more work than ever before; ships to build, factories to enlarge, railways to complete, new foreign business to be attracted, and help to be extended to the unfortunates on the other side. There are about 30,000,000 men at work; if they work 10 hours a day, that is 300,000,000 hours a day, or 93,600,000,000 hours a year. If they work eight hours, it is 74,880,000,000, or a difference of 18,720,000,000 hours a year. At eight hours a day this means that about 7,400,000 more men must be employed to do the work that could be done by the 30,000,000; and where are they to come from?"

In the financial section of the *Cleveland Plain Dealer* of February 20, appears the following significant article under the heading of "WHERE TO GET THE HANDS:"

"Behind the scenes in the industrial world our captains of industry are inclined more to the discussion of supplies of labor and material than to the issue with Germany over the ruling styles in submarine warfare. The usual sources of recruiting by immigration are shut off almost entirely with no relief in sight. No one seems to think that relief can be had from within, and yet it is probable that the urban issue will be solved in a manner that is not entirely new. When common labor, as some think it will, attains to three or four dollars a day, the back-to-the-soil movement is forgotten for awhile. Rural communities give up their toilers to the urban centers in hundreds of thousands. The farm and the sleeping villages, the non-industrial towns and cities give up their population to an alarming extent and the industrial centers somehow or other find the needed hands. Automatic devices contribute their quota. Locomotive cranes

do wonders toward relieving terminal congestion and solving transit problems, and somehow or other the country always manages to crowd through."

This evidently means that the large employers want no restrictive immigration law. They want a supply of the unsophisticated who will work cheap. EDITOR.

### Mail Pay

The Railroads Committee on Railway Mail Pay are pushing for the Moore bill in Congress, which has for its purpose an appeal from the Postmaster General to the Interstate Commerce for justice in the matter of rates for carrying the mails.

There is no doubt whatever that the roads are entitled to more money for transporting the mails, but they are dealing with a Department of the Government expected to make a good financial showing, so the railroads are feeling that they have a grievance to submit to arbitration.

### The Walsh Report

The proposition to print 100,000 copies of the report of the United States Commission on Industrial Relations was brought up in the Senate by Senator Fletcher to ask unanimous consent to print, stating that the report of the committee was unanimous; but as it was called up out of its turn, Vice President Marshall asked if there was objection.

Objection was made by Senator Hoke Smith and the consideration headed off. It is estimated that the Industrial Relations Committee found something to complain of in Georgia not to the liking of employers.

### Join the Union

In an address at the dedication of a labor temple in Dallas, Tex., Governor Ferguson said:

"As I have done before, I advise every laboring man to join some union. If you think you are smarter than the average laboring man, join the union and help improve it. If you think you are not as smart as the average union man, then come into the union and let the union take care of you."

### Warning to Railroad Employees—Mexico

The following authoritative warning from the United States Department of State to the engine and train service employees in this country was given in response to an inquiry directed to the Department by the National Legislative Representatives, who asked to be informed whether or not American citizens are now employed or are permitted to be employed as engine or trainmen on the National Railroad or other Mexican railroads; and also if American citizens are being employed, to whom application should be made for the positions. It was stated in the communication that the Bureau had received a number of inquiries from persons who were employed in the engine and train service in Mexico before the trouble who expressed a desire to return to their former positions if they were permitted to do so and if conditions were such as to make it advisable.

The Department of State has advised the National Legislative and Information Bureau of the Brotherhoods that although there is no objection on the part of the present authorities in Mexico to the employment of American citizens on the railroads in that country, the Government of the United States will not assume the responsibility of advising Americans to enter Mexican territory to seek employment, or for any other purpose; but on the contrary the Department thinks that on account of the unsettled conditions prevailing in Mexico it would be prudent for American citizens to remain out of that country.

Railroad employees will do well to heed the warning of the State Department however, and remain away from Mexico until matters there are more definitely settled.

### Helpful Hints

We have been favored with a copy of *Helpful Hints on Modern Locomotive Brakes*, by Bro. T. F. Lyons, who writes the air-brake matter appearing in the JOURNAL each month. Bro. Lyons has had a wide field of experience, and the 88 pages in his book are filled with accurate answers to the great number of questions

which cover the subject of the air brake, and the price, 50 cents, ought to be enticing to all who feel pride in being always right in doing service. Those desiring a copy should address T. F. Lyons, 546 E. 109th St., Cleveland, O.

### LINKS

THERE will be a joint union eight-hour day preparedness meeting of the four train service orders held in the Opera House Block at Crestline, O., on March 19. Sessions will be held at 1:30 p. m. and 7:30 p. m. All railroad employees and the public as well are cordially invited. Please put forth a special effort to have a good attendance from your local at this meeting.

The subject is one in which all are vitally interested. It will be discussed by the Grand Lodge officers from the different orders and by other speakers of prominence.

You will be advised later as to our program.

Yours fraternally,

J. G. LIGHTBURN, Secretary.

WE are pleased to announce the appointment of our worthy Brother, J. N. Rafferty, of Division 265, Florence, S. C., to the position of road foreman of engines, first division of the Atlantic Coast Line Railroad, with headquarters at Rocky Mount, N. C. Brother Rafferty has always been an active member in Div. 265 and always ready to help a worthy cause. He came to us from the H. V. Railroad several years ago and has made a host of friends since he has been with us. We can see nothing ahead of Brother Rafferty but success, knowing as we do that he will be fair with his fellow employees and at the same time always having the interest of his employer at heart. Brother Rafferty we believe has the distinction of being one of the youngest road foremen of engines in the United States, and we feel that this company has made a wise selection in choosing him for this position. With best wishes from his Division for his future success in his new field of labor, fraternally yours,

S. T. SEYMOUR, Div. 265

BRO. THOMAS F. HOWLEY, member of Div. 403, has been appointed superintendent

of locomotive operation, Erie Railroad Co., with office at New York, vice Bro. W. C. Hayes, deceased.

Brother Howley's first experience in railroad work was on the old Pennsylvania Gravity R. R. at Hawley, Pa. This road was for many years the outlet from the anthracite coal regions to Hawley, where the coal was transferred to Erie cars or D. & H. canal boats, and thence to tidewater.

Life on the Gravity R. R. was rather monotonous, and but little opportunity for advancement for a young man of a



Bro. Thos. F. Howley, Div. 403

progressive nature, so Brother Howley took advantage of a position as machinist helper in the Erie roundhouse at Hawley. After working at this occupation for a short time, he secured a position as brakeman and from that to fireman on the Delaware division.

He was promoted to engineer in 1885, at which time the Gravity R. R. was abandoned and replaced by the Erie & Wyoming Valley R. R. Brother Howley and a few other engineers were borrowed from the Erie to assist in the construction. After the E. & W. V. was completed, those engineers were given an option to return to the Erie or remain with the E. & W. V. Brother Howley decided to remain with the latter and

was soon promoted to engineer on their best passenger run.

He was away from the "Old Reliable" only a short time, as a few years later the Erie purchased this road, and it is now the Wyoming division of Erie.

Brother Howley became a member of the B. of L. E. just as soon as he was eligible, being initiated by Division 54 on March 19, 1886. On January 18, 1889, he was transferred to Division 403 as one of its charter members and in which he still holds active membership. He was elected as the first delegate to the G. C. of A. from Division 403, and served as such for five (5) years, resigning same to accept the official position of general road foreman of engines. He served in this capacity until 1912, when he was further advanced, by being appointed inspector of locomotive service, his jurisdiction extending over the entire system.

His official duties have brought him in contact with engineers, firemen and other employees at all points on the system, and the first complaint, or even an unkind word unfavorable to him is yet to be spoken from any employee who has ever met him in either an official or social capacity.

His method of investigating questions referred to him and his fair and impartial decisions on same have won for him unstinted praise from both employer and employee.

While extending congratulations to Brother Howley, we are also very grateful to our officials for their selection of him for this very important position, and trust that it is but a stepping-stone to further advancement. Fraternally,

H. A. KELLY, Div. 54.

DIVISION 161, Toronto, Canada, held a public installation of officers on January 31st. I had the pleasure of attending that meeting. The occasion was one that will not soon be forgotten. Among those present were a few old heroes of our organization, which makes one's heart feel good to see those old familiar faces.

But we must pay tribute to the G. I. A. I must say a great many of our Brothers do not fully realize the grand work this

band of noble women are doing, both in charity and assisting any Brother or Sister in time of trouble.

The installation of officers was in charge of Past President Sister Jones, and she performed the duties assigned to her in a creditable manner. Sister Friendship, as Marshal, did her part beautifully. The members of Division 161 should be proud of this bright and conscientious worker.

After the installation, a splendid program had been arranged. The flower drill given by the officers and members was very pretty and creditable to those who took part, after which a collection was taken and a very nice sum was realized. Mr. Estell gave several selections on the piano which were very pleasing. Mrs. Pynter read letters from Private McKibbon, son of Brother McKibbon, who is now serving at the front, was very interesting. Mr. Townley gave a cornet solo, which proved a real treat. Brother Madden's niece, Miss Hogan, recited in a very pleasing manner and was given a hearty applause. The instrumental duet given by Mr. Martin and Miss Dunn delighted all present.

Brother Mills, the father of Division 70, gave a very interesting talk on the early days of the B. of L. E. and G. I. A. which all enjoyed. Due credit must be given President Sister Smith for her untiring efforts in making the occasion one of complete success; she made a few well chosen remarks for the good of the order.

The evening's entertainment proved exceedingly pleasant to all present, and it is to be hoped there will be many more public installations, as everyone enjoyed the first effort immensely.

F. M. SMITH, Div. 70.

DIVISION 659, Buffalo, N. Y., having 40 new members to initiate on Jan. 23, a request was made for a Grand Officer, and Bro. W. B. Prenter, First Grand Engineer, responded, and did fine work in the initiation ceremony, and without ritual, which makes it very impressive. With this service over he gave us a splendid talk on the benefits of the Order and duties of the individual member to produce desired success.

After adjournment the wives of the Pennsylvania engineers served a supper in the banquet hall adjoining. Mrs. Frank C. Watkins, Mrs. Robert Chadwick, Mrs. George Pfeiffer, Mrs. Samuel Meredith and Mrs. M. J. Roynan were in charge. The hall was decorated with carnations and the tables with clusters of roses. The Brotherhood emblem was enshrined in a cluster of American beauties.

Fraternally yours,  
F. C. WATKINS, S.-T.

THE safety committee of the Cincinnati, New Orleans & Texas Pacific Railroad company has announced that the Harriman gold medal prize given by the late E. H. Harriman has been awarded to the Cincinnati, New Orleans & Texas Pacific Railway company by the American Museum of Safety, for having the best record in safety and accident prevention during the year of 1915. This distinction is all the more valuable because practically all of the railroads in the United States participated in the competition. Chattanooga should have a pride and pleasure in the achievement of this railroad company, in which she and her people have intense local interest. It is a testimonial to the efficiency and loyalty of the men who comprise the working forces of the company, as well as the genius of the men higher up for intelligent, practical and expert management. It is no small thing to have won this distinction, since railroads all over the country have in recent years become seriously impressed with the necessity for providing for the safety of their patrons, not only from a humane but an economic standpoint. That railroad that can show such a record has strong claims upon the public for recognition and patronage. The management of the Queen & Crescent, therefore, is entitled to the congratulations of the people it serves as well as to the continued confidence of the traveling and shipping public as a result of the bestowal of this prize—*Chattanooga Daily Times*.

ON Saturday, January 29, Div. 745, Cleveland, O., gave a social and dance in honor of the members of G. I. A. Div. 65 and invited guests to the number of 75

ladies. It was given in Virginia Hall, Superior street, the meeting place of Div. 745, where there is a fine lodgeroom, and on the floor below a good dance hall, and in connection with these is a kitchen and cooking apparatus.

An orchestra of six pieces had been provided and there were 150 Brothers, Sisters and guests present. As a prelude the orchestra played several selections and sang songs, among them "Old Black Joe," which was sung by a good bass singer in character dress. He received a hearty enchores and had to repeat it to satisfy the listeners.

The floor manager then started the dances with a waltz, and the younger members entered into the whirl with a zest, while others enjoyed the social features.

Eventually the floor manager called a square dance, and this appealed to the older members who remembered the fun of long ago, or perhaps I should say some time since. At all events they gathered on the floor and the movement started. Some of them did not get the caller's signal and with some the brakes failed to work, and there were some collisions and one derailment and sudden stop; but with these little off-movements the dance went fine and was really the best fun of the evening for both the dancers and the onlookers.

A beautiful lavalliere had been donated for the occasion by the Watch Store, Colonial Arcade. A ticket had been given each of the ladies, and during a lull in the dance the toastmaster announced that the tickets would be put in a hat and that the holder of a lucky number marked lavalliere, put in with all the tickets, would get the prize. A judge was appointed to see that it was on the square, one of the children present drawing the tickets. The lucky number was held by Mrs. Hazel Denslow Hartman, who was naturally pleased, as it was a beauty.

The gathering as a whole presented an inspiring situation for one to contemplate who recognizes that the better the fellowship the greater the strength of an association, banded together for moral, mental, social and financial uplift.

While this was going on, a number of

the Brothers, in white aprons, probably borrowed for the occasion, were in the kitchen doing things preparatory for the tables which had been set in the lodge room. Whether all these Brothers had been trained at home, we do not know, but they went about it as though they were familiar with their duties, and the ladies, were guests, in fact, as the excellent luncheon they provided conclusively proved.

The committee in charge of this splendid entertainment was composed of Brothers J. Carew, J. V. Reynolds, C. S. Myers, B. R. Wilson and C. Wilson. Brother B. A. Sweeney acted as toastmaster and floor manager.

At 11:30 p. m. the luncheon was announced, and, there being too many for the seating capacity at the tables, the honored guests, the ladies, were invited to the banquet room; all Brothers, with one exception, were excluded, Bro. C. H. Salmons, S. G. E., being present. The toastmaster designated him to head the procession and do the honor of the occasion, a sort of Mormon situation, that a different man than Bro. Salmons is not likely to hanker for, but he had to say a few words to the ladies before they would give him anything to eat. His talk was on the line of the strengthening of the efficient and moral force of the Brotherhood, engendered by the pleasant association and consequent interest in each other, creating the incentive to make sacrifices, if necessary, to foster the common interest of all.

The Brothers named on the committee, dressed in their white aprons, were, of course, present, busy dispensing coffee and seeing that everyone was well provided for, as they had evidently learned at home. The music was moved into the dining room, giving the whole a festive appearance and added to the pleasure of the guests.

When the ladies retired from the tables the Brothers took their places and found plenty waiting for them, and the waiters just as attentive, and for once—no tips—perhaps they thought that unconstititutional, as every waiter has a right to life, liberty and tips, *if he can get them*, but whatever they thought they continued to perform their duty to the great satisfaction of all, and the committee deserve the thanks of everyone present, for the entertainment was a delight to them, and we feel sure all will join the writer in thanking all the members who contributed toward the exceedingly enjoyable occasion.

Div. 31.

### SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their per-

manent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of Bro. T. W. Breaky, last heard from at Grey Bull, Wyo., will confer a favor by corresponding with Thos. Johnson, S.-T. Div. 812, 248 Leicester Ct., Detroit, Mich.

Anyone knowing the whereabouts of Bro. G. E. Cooper, of Div. 261, will confer a favor by corresponding with W. A. Thompson, S.-T. Div. 261, 114 South A St., Herington, Kansas.

Anyone knowing the whereabouts of Wm. Witter, who, when last heard from, was in Guernsey, Wyo., will confer a favor by corresponding with his sister, Mrs. Ida Gleason, 1223 South 13th and K Sts., Tacoma, Wash.

Anyone knowing the whereabouts of Peter Boutz will confer a favor by corresponding with H. E. Hanne, S.-T. Div. 740, 329 No. Minneacah St., Pratt, Kansas.

Wanted—Information as to parties named below. The Insurance Association is still holding money belonging to the various parties named below. If anyone can give us information about them we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries:

George F. Conrad, son of our late Bro. J. J. Conrad, of Div. 730, Altoona, Pa., amount due, \$464.04.

May Agnes Hayes, niece of our late Bro. Wm. E. Hayes, of Div. 224, City of Mexico, Mex., amount due, \$732.

James Powers, brother of our late Bro. Michael Powers, of Div. 286, Grand Rapids, Mich., not heard from for 15 years, amount due, \$138.37.

Mrs. Laura Thorp, sister of our late Bro. F. B. Reynolds, of Div. 637, Trenton, Ont., amount due, \$1,500.

W. E. FUTCH, President.  
C. E. RICHARDS, Gen. Sec.-Treas.



The address of Frank Kemp, scar on left side of face from ear to near mouth, mind affected by an injury in February, 1915, disappeared from El Paso, Tex., October 20, 1915, and has not been heard from since. Address Bro. A. A. Harvey, S.-T. Div. 591, 2311 Myrtle Ave., El Paso, Texas.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Boone, Ia., July 20, locomotor ataxia, Bro. F. L. Maynard, member of Div. 6.

Portage, Wis., Jan. 21, Bright's disease, Bro. Patrick McMahon, member of Div. 13.

Attica, N. Y., Jan. 1, heart disease, Bro. M. C. Jacobs, member of Div. 15.

Buffalo, N. Y., Jan. 7, hernia, Bro. T. McCarthy, member of Div. 15.

Stanberry, Mo., Nov. 9, acute indigestion, Bro. W. E. Baldwin, member of Div. 17.

Bloomington, Ill., Jan. 18, convulsions, Bro. Thos. Wynn, member of Div. 19.

Phillipsburg, N. J., Jan. 11, heart trouble, Bro. Geo. M. Couch, member of Div. 30.

Chicago, Ill., Jan. 13, struck by passenger train, Bro. C. J. Callahan, member of Div. 32.

St. Louis, Mo., Jan. 20, pneumonia, Bro. E. F. Paul, member of Div. 42.

Meadville, Pa., Feb. 12, heart failure, Bro. Thos. Hotson, member of Div. 43.



Dunkirk, N. Y., Jan. 27, hardening of arteries and heart trouble, Bro. Robt. McBride, member of Div. 47.

New York City, Jan. 16, struck by automobile, Bro. Chas. Romaine, member of Div. 54.

Oneonta, N. Y., Jan. 3, Bright's disease and paralysis, Bro. W. A. Van Noy, member of Div. 58.

E. Boston, Mass., Jan. 14, appendicitis, Bro. A. B. Jernegan, member of Div. 61.

Savannah, Ill., Feb. 7, hardening of arteries, Bro. David Culbert, member of Div. 66.

Philadelphia, Pa., Feb. 2, killed, Bro. Wm. A. Henderson, member of Div. 71.

Sioux City, Ia., Feb. 10, heart trouble, Bro. H. N. Brehmer, member of Div. 82.

Moberly, Mo., Jan. 23, pneumonia, Bro. W. P. Carlisle, member of Div. 86.

Port St. Charles, Jan. 17, paralysis, Bro. Wm. Holder, member of Div. 89.

Joliet, Que., Jan. 25, consumption, Bro. Arthur Daveley, member of Div. 91.

Lincoln, Nebr., Jan. 24, injuries received in collision, Bro. Jas. F. Duffy, member of Div. 98.

Cheyenne, Wyo., Jan. 16, Bright's disease, Bro. S. B. Ellis, member of Div. 115.

Brockville, Ont., Jan. 30, heart failure, Bro. John Ryan, member of Div. 118.

Susquehanna, Pa., Jan. 19, tuberculosis, Bro. M. J. Kelley, member of Div. 137.

New York City, Feb. 2, diabetes, Bro. E. V. Dutcher, member of Div. 145.

New York City, Jan. 13, cerebral hemorrhage, Bro. Chas. W. Smith, member of Div. 145.

McKees Rocks, Pa., Jan. 21, old age, Bro. Jas. O'Rourke, member of Div. 148.

McKees Rocks, Pa., Jan. 4, paresis, Bro. O. B. Koona, member of Div. 148.

Turtle Creek, Pa., Jan. 13, Bro. John M. Price, member of Div. 148.

Birmingham, Ala., Jan. 18, pneumonia, Bro. John Eggler, member of Div. 156.

New York City, Jan. 20, cerebral hemorrhage, Bro. Jas. A. Hughes, member of Div. 157.

Point Pleasant, N. J., cancer, Bro. Frank Riddle, member of Div. 157.

San Francisco, Cal., Feb. 1, enlargement of heart, Bro. Edwin A. Taylor, member of Div. 161.

Moncton, N. B., Jan. 12, pneumonia, Bro. Cyrus Alfred Wood, member of Div. 162.

Prescott, Ont., Jan. 29, pneumonia, Bro. M. Manson, member of Div. 168.

Omaha, Nebr., Jan. 30, erysipelas, Bro. D. A. McCarter, member of Div. 183.

Sandusky, Ohio, Feb. 8, chronic myocarditis, Bro. Oscar Miller, member of Div. 184.

Fort Worth, Texas, Jan. 3, toxemia, Bro. W. D. Oland, member of Div. 187.

Sinoloa, Mexico, Nov. 16, killed, Bro. T. W. Lewis, member of Div. 192.

McComb, Miss., Jan. 26, acute dilatation of heart, Bro. F. H. Bowen, member of Div. 196.

San Antonio, Texas, Jan. 29, crushed and scalded to death, Bro. J. W. Gregory, member of Div. 197.

Caton, N. Y., Feb. 9, heart disease, Bro. C. C. Allington, member of Div. 244.

Charleston, Ill., Dec. 24, killed, Bro. J. D. Bowser, member of Div. 245.

Sunbury, Pa., Jan. 10, arterio sclerosis, Bro. C. C. Cooper, member of Div. 250.

Missoula, Mont., Jan. 23, pneumonia, Bro. J. W. Beebe, member of Div. 262.

Columbia, S. C., Jan. 21, Bright's disease, Bro. J. H. Monteth, member of Div. 265.

Portland, Ore., Jan. 24, cancer, Bro. A. L. Armstrong, member of Div. 277.

Bradford, Pa., Feb. 7, pulmonary hemorrhage, Bro. Geo. R. Roberts, member of Div. 280.

E. Syracuse, N. Y., Jan. 23, arterio sclerosis, Bro. T. McKay, member of Div. 283.

Crewe, Va., Feb. 7, Bright's disease, Bro. E. W. James, member of Div. 291.

Roanoke, Va., Jan. 11, kidney trouble, Bro. Wm. M. Damron, member of Div. 301.

Clermont, Fla., Jan. 25, operation, Bro. J. M. Mills, member of Div. 309.

Derry, Pa., Jan. 11, Bright's disease, Bro. John McInnes, member of Div. 310.

Buffalo, N. Y., Jan. 24, pneumonia, Bro. J. J. Francis, member of Div. 328.

So. Royalton, Vt., Jan. 30, pneumonia, Bro. D. W. Blake, member of Div. 330.

Minneapolis, Minn., Jan. 21, Bright's disease, Bro. John Weaver, member of Div. 357.

Minneapolis, Minn., Jan. 8, Bright's disease, Bro. J. McCutcheon, member of Div. 357.

Youngwood, Pa., Jan. 14, typhoid fever, Bro. F. H. Cunningham, member of Div. 370.

Chicago, Ill., Jan. 21, ulcers of stomach, Bro. John Cole, member of Div. 394.

Chicago, Ill., Jan. 29, pneumonia, Bro. Jas. P. O'Connell, member of Div. 394.

Chicago, Ill., Jan. 21, complication of diseases, Bro. Wm. T. Clodig, member of Div. 394.

Pt. Townsend, Wash., Jan. 3, killed, Bro. Frank McDonald, member of Div. 399.

Mt. Carmel, Ill., Feb. 7, drowned, Bro. F. S. Lancaster, member of Div. 400.

Milwaukee, Wis., Jan. 23, pneumonia, Bro. Robert Langworthy, member of Div. 405.

Dawson, N. Mex., Jan. 16, murdered, Bro. P. J. McGarvey, member of Div. 430.

Timmonsville, S. C., Dec. 24, pneumonia, Bro. L. Aid, member of Div. 435.

Brighton, Man., Jan. 31, operation, Bro. H. T. Brackett, member of Div. 439.

Little Rock, Ark., Dec. 7, pneumonia, Bro. L. C. Blush, member of Div. 442.

Carbondale, Ill., Jan. 11, tuberculosis, Bro. John Kelly, member of Div. 444.

Denver Colo., Jan. 31, enlargement of spleen, Bro. Thos. Weston, member of Div. 451.

Norfolk, Va., Feb. 11, Bro. T. J. Hickey, member of Div. 456. Bro. Hickey had been employed by the Norfolk & Western Ry. for the past fifty years.

Springfield, Ill., Feb. 4, pneumonia, Bro. Chas. Youngblood, member of Div. 460.

Van Buren, Ind., Dec. 16, hardening of arteries, Bro. L. C. Judson, member of Div. 461.

Trenton, Mo., Jan. 20, killed, Bro. J. L. Collier, member of Div. 471.

Pittsburgh, Pa., Feb. 14, cerebral hemorrhage, Bro. T. C. Lightner, member of Div. 472.

Nashville, Tenn., Feb. 4, cerebral softening, Bro. Mike Neenon, member of Div. 473.

McMechen, W. Va., Jan. 15, cancer, Bro. J. C. Cunningham, member of Div. 477.

Grand Junction, Colo., Oct. 20, Bro. A. R. Cullen, member of Div. 488.

Grand Junction, Colo., Feb. 1, cancer, Bro. Geo. Gordon, member of Div. 488.

Whitefish, Mont., Jan. 16, Bro. Robt. Dickson, member of Div. 499.

West Chicago, Ill., Jan. 6, Bro. F. D. Glenn, member of Div. 555.

Schreiber, Ont., Jan. 9, killed, Bro. Marvin Sterna, member of Div. 562.

Wichita, Falls, Texas, Feb. 2, heart failure, Bro. R. J. Donovan, member of Div. 574.

Oklahoma City, Okla., Jan. 16, killed, Bro. H. D. Smith, member of Div. 578.

Stellarton, N. S., Feb. 6, Bright's disease, Bro. A. Probert, member of Div. 586.

Kiowa, Okla., Jan. 15, cerebral hemorrhage, Bro. Jas. Carter, member of Div. 588.

St. Petersburg, Fla., Dec. 28, heart failure, Bro. Frank W. Zeigler, member of Div. 596.

Lake Charles, La., Jan. 23, appendicitis, Bro. W. E. Cramm, member of Div. 599.

McCook, Nebr., Jan. 24, railroad accident, Bro. John A. Eckman, member of Div. 623.

Savannah, Ga., Jan. 18, stomach trouble, Bro. C. J. Williams, member of Div. 646.

Brunswick, Ga., Feb. 10, tuberculosis, Bro. J. A. Girvin, member of Div. 649.

Allentown, Pa., Jan. 21, uremic poisoning, Bro. J. R. Hartman, member of Div. 653.

E. Cleveland, Ohio, Jan. 16, pleuro pneumonia, Bro. J. E. Spridel, member of Div. 745.

Terre Haute, Ind., Jan. 15, lung trouble, Bro. David Martin, member of Div. 754.

Spokane, Wash., Jan. 26, head-end collision, Bro. Geo. W. Rait, member of Div. 784.

St. Paul, Minn., Jan. 8, suicide, Bro. Emile W. Beane, member of Div. 840.

Winslow, Ariz., Jan. 10, Mrs. Agnes Kelly, mother of Bro. R. P. Kelly, member of Div. 134.

Saxton, Pa., Jan. 8, Mrs. Silas Manspeaker, widow of the late Bro. Silas Manspeaker, member of Div. 730.

Chicago, Ill., Jan. 5, Mrs. Sarah J. Whitner, widow of Bro. Alex Whitner, Div. 253; mother of Wm. and B. Whitner, and widow of the late Oscar Hansen, member of the American Relief Corps and Order of Eastern Star.

Millvale, Pa., Jan. 27, Mrs. Ruth M. Reese, daughter of Bro. V. L. Moyer, member of Div. 452, and wife of Bro. E. Reese, member of Lodge 378, B. of R. T.

Schenectady, N. Y., spinal meningitis, Wm. Billingham, son of Bro. Joseph Billingham, member of Div. 393.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 1—Paul T. Hoffman, from Div. 2.
- 42—M. Rabbitt, from Div. 123.
- 60—Frank Gray, R. M. Hawkins, R. Kenton, from Div. 484.
- 77—H. P. Gariffee, from Div. 258.
- 78—J. H. Snyder, from Div. 156.
- 125—A. J. O'Hara, from Div. 6.
- 142—E. T. Costello, from Div. 796.
- 145—F. W. Duell, from Div. 238.
- 205—Geo. E. Terwilliger, from Div. 569.
- 206—T. H. Henderson, from Div. 187.
- 208—O. B. Reed, from Div. 408.
- 258—E. C. Rosebroke, from Div. 168.
- 261—John O'Donnell, Chas. L. Wildermood, from Div. 708.
- 288—Wm. C. Bramer, from Div. 421.
- 291—C. H. Rosa, from Div. 175.
- 298—A. E. Stone, from Div. 382.
- 307—Leon Edgar Hunter, from Div. 187.
- 320—J. M. Young, from Div. 308.
- 355—J. E. McNeil, from Div. 750.
- Geo. Glasford, from Div. 510.
- 385—J. H. Snyder, T. P. Silcott, Harry Smith, S. C. Wilkerson, E. H. Kotheimer, Bartlett Jones, Joseph Hepp, A. A. Barrickman, W. J. Bell, S. L. Bright, G. W. Bright, J. H. Kotheimer, Tim Murphy, Thos. Mullinix, P. A. May, B. L. Newton, John Reid, John T. Rabbeth, John Rehm, from Div. 78.
- 431—Frank Walker, from Div. 385.
- 435—P. D. Tisdale, from Div. 265.
- 510—Ed. Trimmer, J. E. Lavell, R. Hennicks, from Div. 828.
- 540—E. R. Mathews, from Div. 264.
- Jas. J. Thompson, J. A. Caldwell, from Div. 576.
- C. E. Carlson, from Div. 798.
- 574—L. Peake, from Div. 187.
- 579—E. Faint, from Div. 657.
- F. E. Brown, from Div. 821.
- 589—Thomas Hayes, L. S. Hoyt, from Div. 77.
- Daniel Mahaney, from Div. 205.
- 625—A. G. Stewart, from Div. 150.
- 654—P. B. Gerry, from Div. 588.

#### Into Division—

- 668—W. W. Zimmerman, from Div. 74.
- 670—J. T. McDonnell, from Div. 333.
- 677—Richard Thomas, from Div. 564.
- 737—W. S. Borland, from Div. 715.
- Geo. Purvis, from Div. 631.
- 748—Harry Rukgaber, from Div. 429.
- 755—L. J. Arnold, from Div. 731.
- W. R. Morrison, from Div. 438.
- 764—Ed. Earger, from Div. 402.
- H. E. Foreman, from Div. 816.
- 768—V. D. Patton, from Div. 660.
- 796—J. R. Hope, from Div. 111.
- 810—A. E. Hartman, A. E. Helms, E. S. Stewart, W. H. Smoot, J. H. Stevenson, from Div. 55.
- F. L. Beverly, W. J. Smith, from Div. 141.
- J. W. Painter, from Div. 500.
- C. A. Wilson, from Div. 622.
- 816—R. P. Corrigan, Wm. F. Shields, from Div. 764.
- Chas. E. Parcels, from Div. 111.
- 817—H. B. Chadwick, from Div. 631.
- 823—G. E. Taylor, from Div. 838.
- 854—F. Minneau, from Div. 677.
- O. K. Moe, from Div. 716.
- 854—F. F. Flanders, from Div. 749.
- 860—Chas. R. Schellinger, from Div. 6.
- 861—G. E. Branningan, Frank L. Cox, J. F. Conole, John J. Casey, D. G. Cooke, David Dahl, C. H. Dexter, C. H. Gore, W. P. Geesa, Thos. Goulding, M. L. Garland, Frank Hammill, Conrad Hoeppner, W. A. Hermson, O. L. Hovey, R. M. Johnson, V. E. Johnson, Jas. Laidlow, Theo. LaFond, J. A. McDonald, Wm. B. Miller, Irwin Norrid, Wm. O'Gara, Geo. L. Petry, F. J. Paffel, M. Peterson, A. G. Paffel, E. A. Peterson, Thos. J. Riley, B. A. Sprague, Geo. J. Schen, J. W. Spaethe, J. W. Wilson, William Anderson, Charles Boehm, Wm. Burnes, J. C. Bailey, R. E. Chandler, W. J. House, C. A. Gregory, E. L. Mooney, C. E. Johnson, T. J. Ryan, J. F. Olson, from Div. 369.

### WITHDRAWALS

#### From Division—

- 12—Frank Whitney.
- 18—G. A. Lindsey.
- 39—A. L. White.
- 44—Thos. O'Donnell.
- 57—Ed. W. Houghton.
- 79—W. S. Dumick.
- 107—Thos. B. McKee.
- 161—D. B. Riley.
- 221—Jas. Beiber.
- 251—J. C. Kimball.
- 312—Wm. M. Call.

#### From Division—

- 357—W. E. Dunn.
- S. L. Manhart.
- 435—R. L. Biggs.
- 456—C. W. Taylor.
- 555—H. T. Cavanaugh.
- 638—E. E. Sullivan.
- 641—Tobias Purcell.
- 704—J. L. Morris.
- 745—L. J. Cook.
- 746—C. B. Buckley.

### REINSTATEMENTS

#### Into Division—

- 37—C. D. Newsome.
- R. C. Hogue.
- 50—L. E. Morrison.
- G. H. Kuhs.
- 77—Thos. Hayes.
- 97—G. D. Coleman.
- 113—W. E. Calkins.
- 121—C. C. Sleserman.
- H. H. Cavender.
- 194—G. W. Wilhite.
- J. W. Harrison.
- 228—H. C. Myers.
- 238—C. N. Fonche.
- 236—H. F. Stevenson.
- E. S. Davis.
- 264—E. R. Mathews.
- 285—F. E. Bates.
- 295—Thos. Phelan.
- 319—Thos. Smith.
- 352—Z. N. Hayes.
- 363—T. P. Lumsden.
- 401—C. I. Gilliland.
- 428—Frank T. Myers.

#### Into Division—

- 444—M. J. Kiley.
- 464—W. H. Sargent.
- 506—W. G. Lutman.
- 520—P. R. Erislan.
- 524—W. D. Roomey.
- 532—T. C. Sheppard.
- 623—Chas. M. Smith.
- L. Peterson.
- 631—H. B. Chadwick.
- 644—C. H. McAuley.
- 669—Chas. Heckerth.
- 670—Edward Carney.
- 674—Chas. R. Dean.
- 811—M. K. McCann.
- 882—F. L. Ward.
- Wm. O'Brien.
- 696—T. A. Echols.
- 698—W. L. Apple.
- 706—Elmer E. Hagy.
- 764—R. P. Corrigan.
- 799—P. C. Newsome.
- 849—Wiley G. Garner.

## EXPELLED

## FOR NON-PAYMENT OF DUES

## From Division—

22—W. H. Everham.  
71—Louis H. Percy.  
95—Sam. B. Smith.  
320—S. Dollwater.

## From Division—

342—Robt. S. Dunlap,  
V. C. Burk.  
552—C. A. Chapel.  
624—P. E. Allen.

## FOR OTHER CAUSES

## From Division—

11—Wm. Healey, forfeiting insurance.  
33—E. E. Harrison, forfeiting insurance.  
34—E. S. Fisher, non-payment of insurance.  
36—A. W. Hatfield, forfeiting insurance.  
40—R. B. Littlefield, intoxicated.  
60—Ed. J. Shields, violation of Sections 46 and 92.  
71—Chas. L. Rook, James H. Rook, being dissatisfied with action of G. C. of A. of Reading System.  
119—Geo. T. Milks, forfeiting insurance.  
182—Chas. Fitzgerald, forfeiting insurance.  
187—T. B. Wallace, non-payment of G. C. of A. assessments.  
210—S. R. Reese, forfeiting insurance.  
W. T. Land, intoxicated.  
232—Chas. F. Pfohl, refusing to pay G. C. of A. assessments.  
254—F. A. Briggs, forfeiting insurance.  
279—H. D. Corwin, forfeiting insurance.

## From Division—

404—Ed. Halpin, forfeiting insurance.  
431—Geo. Hoxie, non-payment of insurance.  
435—L. Z. King, non-payment of insurance.  
469—D. L. Long, non-payment of insurance.  
463—D. H. Brooks, forfeiting insurance.  
478—H. Woodruff, non-payment of dues and assessments.  
535—Donald Smith, violation of obligation.  
589—P. F. Langdale, forfeiting insurance.  
599—E. Phillips, forfeiting insurance.  
615—L. C. Scott, non-payment of insurance.  
662—David Lewis, non-payment and forfeiting insurance.  
666—C. E. Radaker, forfeiting insurance.  
680—J. H. Bayless, non-payment of special G. C. of A. No. 3.  
692—C. L. Van Trees, non-payment of G. C. of A. and Legislative Board assessments.  
696—J. W. Hanie, W. E. Power, forfeiting insurance.  
697—J. W. McDaniels, non-payment of insurance.  
704—A. C. Heningsen, forfeiting insurance.  
713—F. E. Murphy, T. E. Neid, forfeiting insurance.  
766—C. J. Goeman, forfeiting insurance.  
769—W. D. Thomas, intoxicated.  
790—Jas. Devoy, forfeiting insurance.  
844—Jacob M. Swink, forfeiting insurance.  
The expulsion of Bro. A. J. Ginn, which appeared in the November JOURNAL, was an error in reporting to Grand Office. Brother Ginn is in good standing in Div. 432. G. F. GARRETT, S.-T. Div. 432.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

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## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 971-974

## SERIES N

OFFICE OF ASSOCIATION ROOM, 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, March 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
891	Martin King.....	43	50	Feb. 28, 1903	Jan. 5, 1915	Blind right eye.....	\$3000	Self.
892	J. L. Collier.....	59	471	Dec. 15, 1892	Jan. 20, 1916	Killed.....	3000	Weltha Collier, w.
893	Erasmus H. Sanford	65	57	July 2, 1899	Dec. 31, 1915	La grippe.....	750	Ellen M. Sanford, w.
894	F. H. Cunningham	36	370	Feb. 21, 1911	Jan. 14, 1916	Paralysis.....	1500	Faith Cunningham, w.
895	Wm. M. Damron.....	40	301	Dec. 30, 1907	Jan. 11, 1916	Peritonitis.....	1500	Fannie L. Damron, w.
896	Sam Myers.....	56	857	Dec. 26, 1893	Jan. 9, 1916	Paralysis.....	1500	Augusta H. Myers, w.
897	C. J. Williams.....	56	646	Oct. 7, 1902	Jan. 18, 1916	Myocarditis.....	1500	Sarah A. Williams, w.
898	Cyrus A. Wood.....	55	162	May 7, 1900	Jan. 12, 1916	Pneumonia.....	1500	Annie P. Wood, w.
899	Pat'k J. McGarvey	51	430	Dec. 10, 1905	Jan. 16, 1916	Killed.....	1500	Children.
900	Jos. H. Ulrich.....	37	20	Mar. 20, 1911	Jan. 2, 1916	Killed.....	3000	Chessa M. Ulrich, w.
901	T. B. McLean.....	67	83	Feb. 2, 1873	Jan. 21, 1916	Apoplexy.....	3000	Annie McLean, w.
902	David Martin.....	33	754	Oct. 7, 1912	Jan. 15, 1916	Pul. tuberculosis.....	3000	Alice I. Martin, w.
903	Michael J. Kelley	60	137	July 10, 1902	Jan. 19, 1916	Tuberculosis.....	1500	Catherine Kelley, w.
904	W. P. Carlisle.....	56	86	Dec. 2, 1898	Jan. 23, 1916	Nephritis.....	3000	Nellie Carlisle, w.
905	Jas. Carter.....	70	593	July 30, 1889	Jan. 15, 1916	Cerebral hemorrhage	3000	Minnie Carter, w.
906	John Cole.....	50	394	Apr. 26, 1903	Jan. 21, 1916	Ulcers of stomach.....	1500	Rose Cole, w.
907	Frank Eckes.....	53	420	Sept. 28, 1902	Dec. 22, 1915	Killed.....	1500	Agnes Eckes, w.
908	Jos. J. Watts.....	46	360	Dec. 28, 1910	Dec. 30, 1915	Left leg amputated.....	3000	Self.
909	F. E. Berglund.....	29	8	Oct. 14, 1913	Jan. 21, 1916	Right eye removed.....	1500	Self.
910	W. T. Clodgis.....	47	394	Feb. 17, 1898	Jan. 21, 1916	Endocarditis.....	1500	Carrie A. Clodgis, w.
911	Edwin Manley.....	42	74	Feb. 26, 1911	Jan. 7, 1916	Peritonitis.....	1500	Annie J. Manley, w.
912	John D. Bell.....	54	222	Apr. 6, 1903	Jan. 19, 1916	Chronic nephritis.....	1500	Sarah A. Bell, w.
913	J. W. Beebe.....	55	262	Dec. 10, 1899	Jan. 23, 1916	Pneumonia.....	1500	Lucia M. Beebe, w.
914	John A. Eckman.....	37	623	Dec. 12, 1905	Jan. 24, 1916	Killed.....	1500	Grace Eckman, w.
915	Jas. P. O'Connell.....	59	394	Sept. 23, 1901	Jan. 29, 1916	Pneumonia.....	3000	Isabella O'Connell, w.
916	S. A. D. James.....	47	221	Apr. 23, 1911	Jan. 5, 1916	Pneumonia.....	3000	Dora A. James, w.
917	A. L. Armstrong.....	61	277	Apr. 8, 1898	Jan. 24, 1916	Cancer of stomach.....	3000	Jennie Armstrong, w.
918	Wm. Peronto.....	56	235	Nov. 1, 1892	Dec. 19, 1915	Cirrhosis of liver.....	1500	Mrs. Mrget Peronto, m.
919	Jas. A. Hughes.....	40	157	Aug. 20, 1910	Jan. 20, 1916	Cerebral hemorrhage	3000	Annie Hughes, w.
920	Frank W. Ziegler.....	58	596	Oct. 12, 1901	Dec. 28, 1915	Angina pectoris.....	3000	Ruth E. Ziegler, w.
921	J. R. Hartmanft.....	46	653	June 17, 1906	Jan. 21, 1916	Killed.....	1500	Alice E. Hartmanft, w.
922	Edwin F. Paul.....	49	42	Oct. 23, 1902	Jan. 20, 1916	Broncho pneumonia.....	3000	Mrs. Annie Paul, m.
923	Frank D. Glenn.....	53	555	Mar. 26, 1905	Jan. 5, 1916	Pneumonia.....	3000	Wife and son.
924	Thos. Wynn.....	30	19	April 3, 1912	Jan. 18, 1916	Paretic convulsion.....	1500	Mrs. Mary Bollin, s.
925	Geo. E. Punshon.....	52	336	Dec. 6, 1903	Jan. 20, 1916	Killed.....	4500	Wife and son.
926	P. C. Williamson.....	36	85	Feb. 17, 1907	Jan. 12, 1915	Blind left eye.....	4500	Self.
927	G. F. Heidt.....	49	340	Sept. 10, 1912	Jan. 4, 1916	Pulmonary hemor'ge	1500	Jennie G. Heidt, w.
928	T. N. Durvin.....	57	321	Sept. 1, 1888	Jan. 27, 1916	Fatty deg'rat'n of h't	3000	Nora L. Durvin, w.
929	D. W. Blake.....	68	330	Dec. 7, 1897	Jan. 30, 1916	Pneumonia.....	3000	Edna A. Blake, w.
930	H. J. Wixted.....	50	35	Oct. 3, 1896	Jan. 26, 1916	Arm amputated.....	1500	Self.
931	J. F. Duffy.....	56	98	June 18, 1901	Jan. 24, 1916	Killed.....	1500	Margaret Duffy, w.
932	Geo. W. Rait.....	42	784	Nov. 15, 1905	Jan. 26, 1916	Killed.....	3000	Jessie Rait, w.
933	W. A. Hendershott.....	48	71	May 5, 1913	Feb. 2, 1916	Killed.....	1500	Kate Hendershott, w.
934	Thos. J. Weston.....	42	451	Aug. 2, 1909	Jan. 31, 1916	Leukemia.....	1500	Jessie T. Weston, w.
935	Jos. H. Monteith.....	38	265	July 21, 1912	Jan. 21, 1916	Bright's disease.....	3000	Lillian L. Monteith, w.
936	G. C. Calkins.....	73	458	Mar. 1, 1888	Jan. 3, 1916	Pneumonia.....	3000	George F. Cooley, n.
937	John Kelley.....	53	444	Sept. 29, 1901	Jan. 11, 1916	Tuberculosis.....	1500	Robt. A. Kelley, s.
938	Franklin Riddle.....	63	157	June 16, 1889	Feb. 5, 1916	Carcinoma of liver.....	3000	Sarah Riddle, w.
939	Michael Nenon.....	59	473	May 12, 1891	Feb. 4, 1916	Softening of brain.....	1500	Kate H. Nenon, w.
940	Robt. Langworthy.....	60	405	May 26, 1889	Jan. 23, 1916	Pneumonia.....	1500	Ka'ne Langworthy, w.
941	John J. Francis.....	35	328	June 6, 1913	Jan. 24, 1916	Pneumonia.....	1500	Matilda F. Francis, w.
942	Thos. J. Berrien.....	56	22	July 3, 1898	Jan. 27, 1916	Killed.....	750	Jessie M. Berrien, w.
943	W. C. Eaves.....	63	686	Apr. 25, 1898	Feb. 1, 1916	Nephritis.....	1500	Nancy Eaves, w.
944	D. A. McCarter.....	54	183	Aug. 24, 1903	Jan. 30, 1916	Scarlet fever.....	750	Florence McCarter, w.
945	C. H. Youngblood.....	50	469	Aug. 10, 1891	Feb. 4, 1916	Pneumonia.....	1500	Clara E. Youngblood, s.
946	M. W. Snyder.....	34	228	July 1, 1910	Jan. 13, 1916	Pneumonia.....	3000	Mary B. Snyder, w.
947	John M. Price.....	55	148	Apr. 2, 1900	Jan. 13, 1916	Killed.....	3000	Daughter and son.
948	W. Z. Wright.....	66	699	Apr. 20, 1874	Jan. 9, 1915	Blind left eye.....	3000	Self.
949	Geo. Roberts.....	58	280	June 3, 1893	Feb. 7, 1916	Pulmonary hemor'ge	1500	Celia Roberts, s.
950	Geo. Gordon.....	56	488	Sept. 12, 1888	Feb. 1, 1916	Cancer.....	3000	Momie M. Gordon, w.
951	Harris'n Prestidge.....	44	23	Jan. 16, 1907	Jan. 25, 1916	Right arm amputat'd	1500	Self.
952	H. D. Smith.....	37	678	Dec. 24, 1906	Jan. 16, 1916	Killed.....	4500	Laura A. Smith, w.
953	T. J. Hickey.....	62	456	Oct. 13, 1901	Feb. 11, 1916	Kidney trouble.....	1500	Children.
954	J. W. Gregory.....	53	197	Nov. 29, 1892	Jan. 29, 1916	Killed.....	3000	Ermina Gregory, w.
955	C. W. Smith.....	67	145	April 9, 1884	Jan. 13, 1916	Cerebral apoplexy.....	1500	Ella Smith, w.
956	B. K. Dillon.....	45	10	July 26, 1903	Feb. 2, 1916	Aneurism.....	750	Frances E. Dillon, w.
957	Thos. McKay.....	57	288	Mar. 26, 1892	Jan. 23, 1916	Arterio sclerosis.....	4500	Children.
958	Robt. McBride.....	81	47	Nov. 13, 1875	Jan. 27, 1916	Broncho pneumonia.....	3000	George A. S. McBride, w.
959	Thos. Hotson.....	69	43	Oct. 14, 1882	Feb. 12, 1916	Chronic nephritis.....	3000	Mary M. Hotson, w.
960	John C. Taylor.....	31	322	Feb. 20, 1914	May 3, 1915	Killed.....	1500	Charles Taylor, f.
961	Percy McGroary.....	37	416	Aug. 1, 1905	Oct. 15, 1916	Uremia.....	4500	Wm. McGroary, f.
962	L. M. Ard.....	28	435	June 22, 1913	Dec. 24, 1915	Pneumonia.....	1500	Dora H. Ard, w.
963	Wm. M. Buchanan.....	59	397	May 6, 1898	Jan. 13, 1916	Left eye removed.....	1500	Self.
964	John A. Egler.....	36	156	Jan. 21, 1906	Jan. 18, 1916	Pneumonia.....	1500	C. F. Egler, m.
965	W. E. Cramm.....	39	599	Feb. 22, 1909	Jan. 23, 1916	Appendicitis.....	1500	Louise Cramm, m.
966	F. H. Bowen.....	60	196	Oct. 25, 1897	Jan. 26, 1916	Dilatation of heart.....	3000	M. L. Bowen, w.
967	R. A. Daveluy.....	31	91	June 26, 1910	Jan. 25, 1916	Tuberculosis.....	1500	Yvonne Daveluy, w.
968	R. E. Seogin.....	45	834	May 26, 1907	Jan. 27, 1916	Gunshot wound.....	1500	Mary Seogin, m.
969	P. J. Donovan.....	49	574	Dec. 7, 1901	Feb. 2, 1916	Heart disease.....	3000	Alice M. Donovan, w.
970	Frank Myerly.....	54	103	Jan. 26, 1890	Feb. 3, 1916	Heart disease.....	1500	Hattie Myerly, w.
971	F. S. Lancaster.....	67	400	Mar. 28, 1890	Feb. 7, 1916	Drowned.....	3000	Mary R. Lancaster, w.
972	Chas. C. Allington.....	55	244	July 19, 1903	Feb. 9, 1916	Chronic nephritis.....	3000	Mary Allington, w.
973	Geo. Christian.....	66	489	Dec. 12, 1889	Feb. 13, 1916	Chronic nephritis.....	3000	Flora E. Christian, w.
974	Thos. C. Lightner.....	35	472	Aug. 28, 1910	Feb. 14, 1916	Cerebral hemorrhage	3000	Anna M. Lightner, w.

Total number of disability claims

81,84

Total number of death claims

Total amount of claims, \$189,000.00

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## Financial Statement

CLEVELAND, O., Feb. 1, 1916.

## MORTUARY FUND FOR JANUARY

Balance on hand January 1, 1916		\$262,177 56
Received by assessments 704-07 and back assessments	\$159,770 11	
Received from members carried by the Association	2,718 20	
Refunds	2,917 31	
Interest for January	868 34	
	<u>\$166,273 96</u>	<u>\$166,273 96</u>
Total		\$428,451 52
Paid in claims		214,684 32
Balance on hand January 31		\$213,767 20

## SPECIAL MORTUARY FUND FOR JANUARY

Balance on hand January 1		\$451,250 87
Received in January	\$18,463 92	
Balance of interest	7,657 12	
	<u>\$26,121 04</u>	<u>26,121 04</u>
Total		\$477,371 91
Paid for Depository Bonds		48 06
Balance in bank January 31		\$477,323 25

## EXPENSE FUND FOR JANUARY

Balance on hand January 1		\$ 71,072 40
Received from fees	\$ 232 02	
Received from 2 per cent	3,692 78	
	<u>\$ 3,924 80</u>	<u>3,924 80</u>
Total		\$ 74,997 20
Expenses for January		3,073 23
Balance on hand January 31		\$71,923 97

## Statement of Membership

## FOR JANUARY, 1916

Classified represents	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership December 31, 1915	1,597	42,606	124	19,660	8	4,465
Applications and reinstatements received during month		101		58		24
Totals	1,597	42,707	124	19,718	8	4,489
From which deduct policies terminated by death, accident, or otherwise	10	179	1	69		18
Total membership January 31, 1916	1,587	42,528	123	19,649	8	4,471
Grand total						68,366

## INDEMNITY INSURANCE

## Comparative Data

Two thousand dollars (\$2000.00) and Twenty dollars (\$20.00) per week, cost our Certificate Holders only \$30.45 per annum, for the last three years. The same protection in the Old Line Companies cost \$61.00 per annum.

In carrying this protection in our own Association, every dollar we pay for it goes into the home of some deceased or disabled Brother, and leaves you \$30.55 to more than pay all Brotherhood dues and assessments for the year; or, more than enough to pay all assessments on another \$1500.00 certificate of our Life Insurance.

Some of you are carrying this protection in Old Line Companies to get the "Sick Benefit" feature, so we are advised. Do you have any idea what this "Sick Benefit" costs you? No, we are sure you do not, so we will tell you.

An Old Line Insurance Company will charge you for \$2000.00 Principal, \$20.00 per week

Accident and \$20.00 per week Sick Insurance	\$85.60
\$2000.00 Principal and \$20.00 per week Accident Insurance with us	30.45

Cost to you for a Weekly Sick Benefit of \$20.00 per week	\$55.15
---	---------

All other combinations in both run the same. In other words (approximately) 60% of the whole amount you pay the Old Line Companies goes to pay for your \$20.00 per week "Sick Benefit" protection.

Certainly you can find cheaper Sick Insurance somewhere else, while you carry your Accident Insurance in your own Association. Many of the Fraternal Societies offer such protection at absolute cost. We should have it, and we hope our next Convention will authorize us to provide it for you. Of all the people in this world most to be pitied are THOSE WHO CAN, BUT WILL NOT SEE.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.



## WEEKLY INDEMNITY CLAIMS PAID FEBRUARY 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*821	511	F. E. Kemp, Adv.	\$90 00	891	177	J. H. Bush	\$ 65 71
*822	585	I. B. Holman, Adv.	100 00	892	187	J. Weeman	57 14
823	351	W. A. Fitzpatrick	30 00	893	187	I. M. Dean	37 14
824	141	D. Yoder	20 00	894	197	W. Forbes	94 29
825	423	J. W. Hall	62 86	895	286	A. Kirk	15 00
826	372	C. H. Baldwin	48 57	896	427	R. L. Taves	45 71
827	372	Emil J. Scheidler	48 57	897	391	John P. Lawler	42 86
828	10	W. A. Shaver	28 57	898	744	F. Echard	17 14
829	86	W. M. Tucker	45 71	899	8	L. E. Phillips	68 57
830	680	C. A. Horton	31 43	900	606	Henry D. Bigelow	45 00
831	430	L. C. Murray	40 00	901	850	W. A. Cochran	21 43
832	489	C. E. Bitters	111 43	902	422	W. H. Hamilton	45 00
833	182	Robert Hariot	5 71	903	10	M. S. Burns	57 14
834	858	F. F. Bridge	68 57	904	806	George R. Hayden	280 00
835	415	H. H. Shearer	37 50	905	301	Guy O. Grayson	614 29
836	86	J. J. Connelly	114 29	906	8	John Donnelly	120 00
837	500	John McCarty	37 14	907	33	William Moxam	58 57
838	179	Pat Smith	34 29	908	212	J. S. Cherry	77 14
839	507	John A. Beatty	42 86	909	8	J. F. Bushman	102 86
840	19	Sidney B. Bean	38 57	910	100	Oliver F. Brafford	108 57
841	840	C. J. Ripple	19 29	911	237	J. T. Richardson	60 00
842	200	John P. Kohl	77 14	912	80	George G. Ellsworth	32 14
843	600	John E. Norton	19 29	913	177	D. H. Tobin	60 00
844	462	C. C. Haynes	22 86	914	169	S. T. Vrooman	45 00
845	354	Alvah Baker	83 57	915	523	M. J. Crowley	54 29
846	294	Emil B. Lantz	25 71	916	232	C. E. Graves	22 86
847	179	Chas. S. Magner	31 43	917	491	W. H. Deck	19 29
848	406	George Wittmer	19 29	918	177	E. R. Williams	28 57
849	156	W. A. Giger	25 71	919	66	A. C. Sheriffs	36 43
850	297	R. C. Crane	51 43	920	267	S. T. Hollar	60 00
851	386	F. L. Cox	180 00	921	136	David N. Hamilton	20 00
852	556	Fred Aspelmier	65 71	922	505	E. E. McKee	45 71
853	578	R. F. Pritchett	37 14	923	141	B. F. Veira	77 14
854	317	Chas. L. King	160 00	924	463	Roe Moore	42 86
855	267	E. L. Patterson	77 14	925	187	S. H. Hicks	40 00
856	262	W. L. Minnerly	91 43	926	485	R. C. Ludlow	8 57
857	78	W. L. Bowles	34 29	927	398	Guy Doty	21 43
858	190	James Spicer	34 29	928	602	Charles Shanger	28 57
859	190	Neal Bishop	22 86	929	800	Charles Bevington	22 86
860	703	G. F. Stilwell	31 43	930	556	E. A. Owens	114 29
861	3	W. A. Bumgardner	91 43	931	484	George F. Bailey	36 43
862	585	J. W. Bolen	48 57	932	792	H. E. Davis	28 57
863	724	E. O. Stewart	25 71	933	120	F. G. Miller	34 29
864	271	E. A. Lyman	108 57	934	317	J. S. Snow	30 00
865	423	W. W. Giles	40 00	935	600	C. W. Caton	66 07
866	261	J. T. Pattie	40 00	936	460	C. E. Clark	100 71
867	398	E. F. Brown	60 00	937	678	John E. Bogart	154 29
868	391	George H. Tinch	15 00	938	200	Wallace Shipton	91 43
869	835	F. M. Powell	20 00	939	239	J. R. Boyd	90 00
870	559	W. P. Landell	62 86	940	471	J. O. Sheetz	31 43
871	395	A. J. Welliver	22 86	941	462	J. M. McDonough	7 14
872	670	Franklin B. Jones	54 29	942	720	D. L. Foote	14 29
873	436	S. C. Nicholson	22 86	943	195	J. Barry	97 14
874	606	Chas. W. Huber	15 00	944	48	George R. Williamson	71 43
875	853	P. T. Yenne	34 29	945	433	Charles Tindall	31 43
876	190	Thomas Bishop	185 71	946	566	E. L. Hart	28 57
877	492	Bert Campbell	65 71	947	230	Ed. Walsh	54 29
878	507	Wm. J. O'Neill	34 29	733	444	G. D. Miller, Bal.	94 29
879	421	Wm. A. Carter	122 14	*944	745	William Sill, Adv.	60 00
880	294	L. G. Johnson	37 14	*454	642	Richard Braund, Adv.	75 00
881	606	C. E. Condon	53 57	435	248	J. E. Stack, Bal.	305 00
*882	86	Geo. B. Parrack, Adv.	100 00	*499	98	W. H. Nourse, Bal.	40 00
*883	498	C. A. Haigler, Adv.	140 00	778	66	George Price, Bal.	20 71
*884	218	Nelson F. Gould, Adv.	180 00	*734	210	E. J. Rau, Adv.	120 00
885	262	W. J. Delanty	77 14	*457	19	R. M. Robinson, Adv.	340 00
886	190	Wm. Arnett	20 00	*818	210	J. L. Fickling, Adv.	150 00
887	527	Chas. V. Stewart	75 00	*401	16	Harry Mackey, Adv.	95 00
888	307	Wm. Simpson	37 14	673	287	J. L. Bishop, Bal.	46 43
889	402	J. W. Wallace	40 00				
890	448	Jas. Kelley	80 00				

\$9,177 87 \$9,177 87

Total number of Weekly Indemnity Claims, 126.

\*Number of Advance Payments on Claims, 11.

\*\*Claims reopened, 1.

## INDEMNITY DEATH CLAIM PAID FEBRUARY 1, 1916.

Claim	Div.	Name	Amt. Paid
166	- 287	- J. J. Clark	\$2,000 00
			\$ 2,000 00
			\$11,177 87

Total number of Indemnity Death Claims, 1.

Weekly Indemnity Claims paid from December 1, 1906, to January 1, 1916... \$743,130 94

Indemnity Death Claims paid from April 1, 1907, to January 1, 1916... 286,732 14 \$1,029,863 08

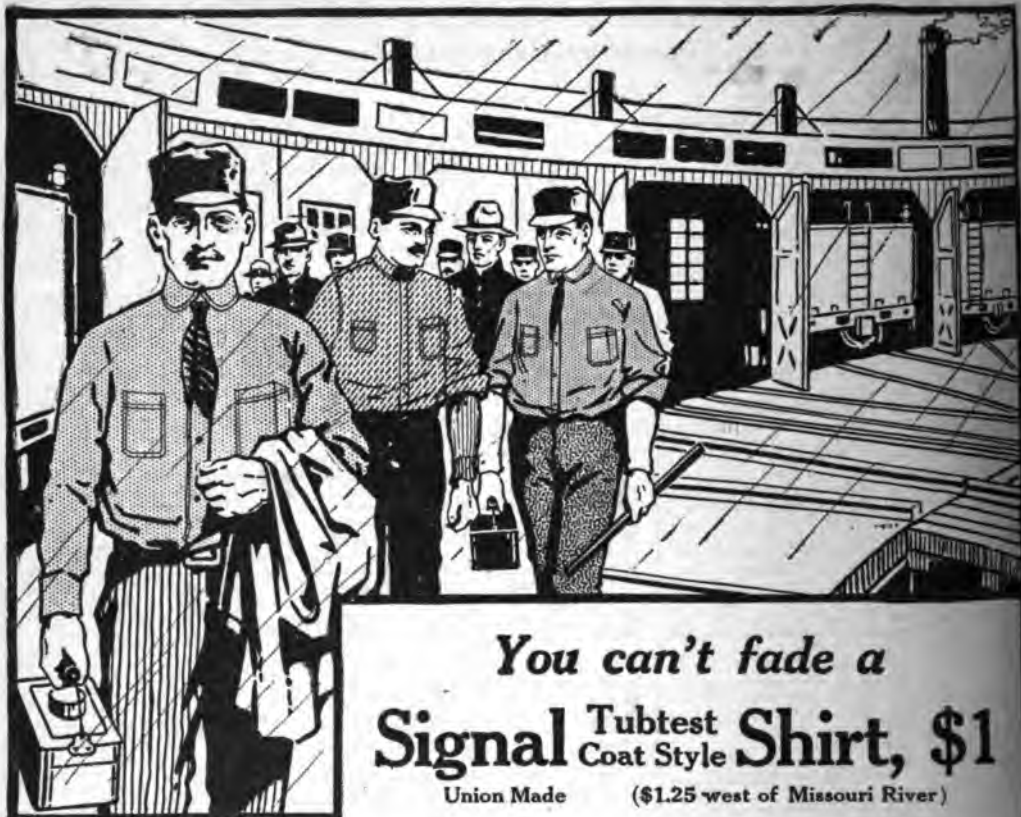
\$1,041,040 96

## NOTICE TO INDEMNITY POLICYHOLDERS.

The Second Quarterly Premium for 1916 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 31st of March, 1916. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.



# You can't fade a Signal <sup>Tubtest</sup> Coat Style Shirt, \$1

Union Made (\$1.25 west of Missouri River)

## New Signal Laundered Shirt, \$1

Railroad men are enthusiastic over our new laundered shirt.

The patterns are distinctive, and it is made from fine percales. Equals any \$1.50 or \$2.00 shirt for style and wear, and gives you all of the Signal exclusive features.

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Buy a Signal Shirt, you will have a shirt that positively **will not fade**. We are using the same **Tubtest** fabrics of fast and durable color.

Signal Shirts fit you comfortably—neckband does not bind, shoulders and arm holes are roomy, sleeves are just the proper length. Buttons are sewed on to stay. Buttonholes are strong, and don't ravel out. Signal Shirts are strong throughout, and unusually durable. They come with two laundered collars, or an attached collar. Soft cuffs are buttoned, and holes are provided for cuff links. The "Signal" triple pocket, for note-book, handkerchief, pencil or watch is a handy thing to have. The other pocket is roomy. The fabric is strong and the color attractive.

## Sold by good shirt dealers

The best dealers sell Signal Shirts. If yours does not we will send you sample of our Signal Coat Style Shirt, or Signal Laundered Shirt. Shirts sent on approval, you pay only if satisfactory.

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# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 50

APRIL, 1916

No. 4

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Pack yo' pipe with **VELVET**  
an' you won't be troubled  
with a hot box.

*Velvet Joe*



**W**HEN things aren't going right a man's got to let off steam. Some do it by saying things, but that doesn't help much. There's a whole lot better way.

When you feel *your* "journals" getting hot, or it seems like your "biler's" surely going to explode, fill up your pipe with friendly, satisfying **VELVET**. It's the best safety valve there is. You see, a man *can't* be really *mad* and smoke **VELVET** at the same time.

Besides, a pipe can't get hot and bite when it's "fed" with cool, slow-burning **VELVET**, The Smoothest Smoking Tobacco, the Kentucky Burley tobacco, mellowed by more than two years' ageing.

*Liggett & Myers Tobacco Co.*



10c Tins

5c Metal-lined Bags

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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS  
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Volume 50

APRIL, 1916

Number 4

## Jerusalem—The Holy City

Lent, Palm Sunday, Good Friday and Easter naturally put the mind of the great mass of Christian people in a mood to think of the City of the Crescent and the Cross; and we give a brief description from the pen of Eliot Warburton's description as he saw it many years ago, yet but few when we contemplate the fact that the ancient city is practically the

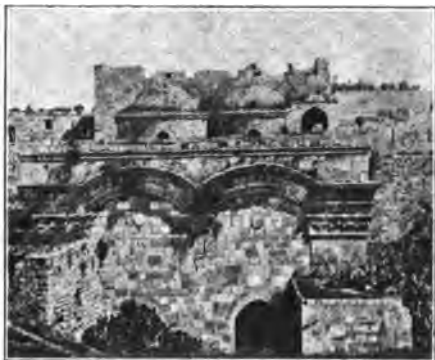
same today, yesterday and one hundred years ago, and we hope the following will be found interesting:

"On the way to the Holy City we passed by the village of Jeremiah David, the 'terebinthine.' In the last we recognized the scene of David's combat with Goliath, and its little brook still sparkles as freshly as when he picked thence pebbles to smite the Philistine.

"The pathway continued rough while



Garden of Gethsemane, Jerusalem



Golden Gate

we wound through the rocky defiles leading to the upper plains; but as each declivity was surmounted we were told that the next would reveal the object of our destination. At length we emerged upon a wide and sterile plain, when the leading pilgrims sank upon their knees, and the most contagious shout of enthusiasm I ever heard burst from each traveler, and every man of the large number, Arab, Italian, Greek and English-speaking exclaimed in his own tongue, "El khuds," Gerusalema, Hagiopolis, The Holy City.

"Apart from all associations, the first view of Jerusalem is most striking. Not a tree or green spot was visible; to the right and left, as far as the eye can reach, vague undulations of colorless rocks extend to the horizon. A broken and desolate plain in front is bound by a wavy, battlemented wall over which towers frown and minarets peer, and mosque domes swell, intermingled with church turrets and an indistinguishable mass of terraced roofs.



Jaffa Gate

"High over the city, to the left, rises the Mount of Olives; and the distant hills of Moab, almost mingling with the sky, afford a background to the striking picture.

"The site of the city is in itself unique. Selected originally from the strength of its position only, it offers none of the features usually to be found surrounding the metropolis of a powerful people. No river flows by it, no fertility surrounds it, no commerce seems to approach its walls, no thoroughfare of nations finds its way there. It seems to stand apart from the world, except from its passions, its ambitions, and its prosperity. Like the high priest who once ministered in its temple, it stands solitary and removed from all secular influences, and receives only those who come to worship at its mysteries.



Damascus Gate

All the other cities of the world are frequented by votaries of gain, science, luxury, or glory; Zion offers only privations to the pilgrim's body, solemn reflections for his thoughts, awe for his soul; her palaces are ruins, her hotels are dreary convents, her chief boast and triumph is a Tomb . . .

"I rode forth to make the circuit of the city, to walk about and mark well her battlements. Sadly has all been changed since the proud challenge was spoken, yet the walls are still towering and imposing in their effect. They vary in height from twenty to sixty feet, according to the undulations of the ground, and are everywhere in good repair. The columns and arches, as old at least as the Roman-conquered city, that are worked into these walls instead of ruder stones, bear

eloquent testimony to the different nature of their predecessors. A bridle-path leads close to their base all around; the valleys of Hinnom and Jehoshaphat yawn suddenly beneath them on the west, south and north, separating them from Mount Gihon, the Hill of Evil Counsel, and the Mount of Olives.

"The deep gloom of the Valley of Hinnom; the sterility of all around; the silence and desolation so intense, yet so close to the city; the sort of memory with which I could trace each almost familiar spot, from the Tower of Hippicus to the Hill of Scopus, made this the most interesting excursion I ever undertook. Now we look down upon the Pool and Valley of Gihon from the summit of Mount Zion; now upon the Vale of Hinnom, with the Pool of Siloam and Aceldama beyond the brook; now over Mount Moriah, with the Valley of Jehoshaphat beneath, and the village of Siloam on the opposite side, scattered along the banks where Kedron used to flow. Then passing through the Turkish cemetery and over the brook Kedron, we come to the venerable garden of Gethsemane, in which, say the legends, still stand the olive trees that sheltered Christ. The garden is only a small grove, occupying, perhaps, two acres of ground, but it is one of the best authenticated scenes of interest about Jerusalem.

"From it, a steep and rocky path leads to the three summits of the Mount of Olives, on the loftiest of which stands the Church of the Ascension. An Armenian priest admitted me into the sacred enclosure, . . . and led the way in silence to the roof of the church. From hence is the most interesting, if not the most striking, view in the world. . . . From it is laid bare every fibre of the great heart of Palestine. . . .

"Each battlement upon those war-worn walls, each wild flower that clusters over them, . . . all these are recognizable almost as clearly as the prominent features of the city. The eminence called Mount Moriah lies nearest to our view, just above the narrow valley of Jehoshaphat, the city wall passes over the center of it, embracing a wide enclosure studded with cypress and cedars, in the center of



David's, or Zion Gate

which stands the magnificent Mosque of Omar.

"The Mosque occupies the site of the Temple, and is held holy by the Moslem as the place where Abraham offered Isaac to be a sacrifice. To the left of the mosque enclosure within the walls is a space covered with rubbish and a jungle of prickly pear; then part of the Hill of Zion and David's Tower. To the right of the enclosure is the Pool of Bethesda, beyond which St. Stephen's Gate affords entrance to the Via Dolorosa, a steep and winding street, along which Christ bore the cross in his ascent to Calvary.

"To the right of this street, and toward the north, stands the hill of Acra, on



Mosque of Omar



St. Stephen's Gate

which Salem, the most ancient part of the city, was built, they say, by Melchisedek. This hill is enclosed by the walls of the modern town; but the hill of Bezetha lies yet farther to the right, and was enclosed within the walls that the Romans stormed. Beyond stands the hill of Scopas, where from Titus gazed upon Jerusalem the day before its destruction, and wept for the sake of the beautiful city. . . .

"Beneath us is the Garden of Gethsemane, the valley of Hinnom with its Tophet, and the vale of Jehoshaphat with its brook Kedron, which meets the waters of Siloam at the well of Job. The tombs of the Kings, of Nehemiah, of Absalom, and of the Judges lie before us; the caves of the Prophets everywhere pierce the rocks that have so often resounded to the wailing of the Chaldean, the Roman, the Saracen and the Crusader. Beyond the city spreads the vale of Rephaim, with Bethlehem in the distance; every rock and hill and valley that is visible bears some name that has rung in history. And then the utter desolation that everywhere prevailed, as if it was all over with that land, and the 'rocks had indeed fallen, and the hills had indeed covered' the mighty, the beautiful and the brave, who once dwelt there in prosperity and peace. No flocks, no husbandmen, nor any living thing is there, except a group of timid traveler-turbaned figures and veiled women, and a file of camels winding along the precipitous pathway under the shadows of the palm trees.

"Descending from the Mount of Olives I re-enter the city by St. Stephen's Gate, where the Turkish soldiers constantly keep guard; and turning to the left, I visited the Pool of Bethesda, and then wandered slowly over the Via Dolorosa, in which is pointed out each spot where the Savior fell under the burden of the cross as he bore it to Calvary along this steep and rugged way. . . .

"The remains of the ancient city that meet your eye are singularly few; here and there a column is let into the wall or you find that the massive and uneven pavement is of costly marble; but, except the Pools of Hezekiah and Bethesda, the Tower of Hippicus, and some few other remains, preserved on account of their utility, there is little of art to connect the memory with the past.

"The chief place of interest in Jerusalem is the Holy Sepulchre, whose site I believe to be as real as the panorama that the priests have gathered round must need be false. You descend by a narrow lane and a flight of steps into a small enclosure, where a guard of Turkish soldiers is stationed to keep peace among the Christians. After paying tribute to this infidel police you enter into a large circular hall, supported by a colonnade of 18



Church of the Holy Sepulchre

pillars, and surrounded by a large dome, in the center of which is a pavilion containing the Holy Sepulchre. The whole of this church has been so frequently described that I shall only mention that within its walls are collected a panorama of all the events that took place at the crucifixion; the place where Christ was scourged, the hole in the rock where the cross stood, the fissures where the rock was rent in twain, the place where the soldiers cast lots for the garments, the stone where the body was anointed, and lastly the grave wherein it was laid. . .

"Alms and pilgrims are the principal if not the only source of wealth. The Jews, Latins and Greeks are entirely dependent on such resources."

The author of "Jerusalem, the Holy City," from which we made the above extracts, Eliot Warburton, was an Irishman, distinguished in letters, but his impressions were received on a visit some seventy years ago; and, while the change has been slight, we feel that the picture of gloom he paints would leave a wrong impression and quote later statistics from *The Americana*.

"The 'Holy City' is 33 miles from its port of Jaffa on the Mediterranean, 15 miles from the Dead Sea, 18 from the Jordan, 19 from David's first capital, Hebron, and 34 from the old Kingdom of Samaria.

"In the modern city the streets are still crooked, narrow and dirty, and the city has few except historical attractions; the stream of tourists, however, has developed civilized conveniences, such as hotels, banks, mercantile establishments, etc. Several Jewish colonies have been settled in the environs; and since 1858 a quarter has grown up outside the walls on the northwest, approached by the Jaffa Gate, and containing consulates, Christian churches, schools, charitable institutions, etc., but none more than a century old. The city is the capital of the independent *sanjak*, or Turkish administration district, subject to the government at Constantinople, and has an executive and town council, with a representation of the great religious division. It is the seat of Roman Catholic, Greek Catholic, and Armenian patriarchs; while the smaller Eastern churches have resident bishops; and till

1887 a joint Protestant bishopric was supported by England and Prussia, with alternate bishops, but on the death of the then incumbents, Prussia withdrew from the arrangement, and England continues it alone.

"The population of the city at the last returns was as follows: Jews, 41,000; Mohammedans, 10,000; Christians, 12,800: made up of 6,000 Orthodox Greeks, 4,000 Roman Catholics, 1,400 Protestants, 8,890 Armenians, 290 Uniat Greeks, and a small body of Syrians, Copts, etc. Total, over 60,000.

"There is little trade except the local shops for supplying tourists; and the manufacture is chiefly of souvenirs, of olive wood and mother-of-pearl articles. As a commercial location it never possessed any merits. . . . It is connected with Jaffa, Bethlehem, Hebron and Jericho by carriage roads, and in 1892 a narrow gauge railroad was built to Jaffa by a French company, distance 54 miles.

"The present water supply is from rain tanks or 'pools,' in and out of the walls. One of the three aqueducts built by Pilate carries some water when in repair. The city is unsanitary and plague-stricken, because of dirt, lack of sewerage, bad water and unhygienic habits.

"The modern city is much less extensive than the old in its best estate, but retains, as it always will, the intense historical interest centered in the localities of David and Solomon, and the life and death of Christ." EDITOR.

### Easter Sermon, Trinity Memorial Church

BY EDITH V. ROSS

The Rev. Edgar Tyndale, aged twenty-six, upon being graduated from the theological seminary, had no difficulty in getting a church, though the salary even for so young a man was small. He had been marked during his seminary course for eminence in his career, for he had the faculty of speaking offhand, his voice was excellent, and his heart was in what he said.

But Mr. Tyndale's first effort was a failure. His congregation expected their pastor to tell them of wickedness generally, not particularly. He made the mis-

take of holding up to them those sins that beset them. The result was that a party was soon formed in the church to get rid of him. Hearing of it, he offered his resignation, and it was accepted.

The young clergyman, a bit discouraged in this first effort in his ministry to introduce a better Christianity into a congregation that considered itself beyond improvement, was thinking of turning his attention to a different element when he received the following note:

Rev. Edgar Tyndale:

DEAR SIR: Your name having been suggested to me for the pastorate of Trinity Church at Pennington, which I have recently built in memory of my deceased mother and which pastorate is in my gift, I wish to say that you are invited to prepare a sermon to be delivered in the church on the morning of Easter Sunday next. I will be there, and if I am satisfied to leave the church in your hands you will receive the appointment. The salary will be \$2,000 a year. Should you desire further information, I will be pleased to have you call at my house, No. 94 Eliot street, Pennington.

Very truly yours,

ELIZABETH WINKLE.

Mr. Tyndale, after spending some time wondering what friend had suggested his name for the position, began to consider the proposition. He would call on the writer and learn whether he would be permitted to attempt to make the congregation better. If so, he would deliver the Easter sermon according to the invitation. If not, he would look elsewhere for a field.

He found Elizabeth Winkle a little old spinster, with a couple of short, white curls flanking a cheery face on each side. When asked who had suggested his name to her she said that she was familiar with his work in the church he had just left, that she was aware that he had been forced out on account of his having preached against individual instead of general sin, and that she wanted just such a man for her memorial church. She had built it in the slums, and a pastor was required who would preach to sinners.

This accorded with Mr. Tyndale's wishes exactly, and he told Miss Winkle that he would be happy to preach a sermon in her church on Easter Sunday. He would, in the meantime, inform himself somewhat as to the needs of the congregation and make his remarks conform to those needs

so far as he could. Before leaving he added:

"I have no desire to preach to those who are already as good as the world expects them to be. I have no especial interest in them nor have they in me."

"What is wanted in this case," replied the old lady, "is a sinner to preach to sinners."

Whether Mr. Tyndale considered that he filled the first part of this requirement he was quite pleased with its frankness. He went to Pennington, a manufacturing town, and found Trinity Memorial Church in the center of the district taken up by laborers. He inquired as to the conditions of the people to whom he would be required to preach and the principal temptations by which they were beset. He visited a number of families and noted their physical as well as spiritual requirements.

Among those families that he visited he found some necessities—sickness and poverty—which, not having any income, he did not feel able to relieve, and concluded to call again on Miss Winkle and report them. His card was responded to by a young lady about twenty years old, who informed him that her aunt was indisposed and had asked her to inquire if there was anything she could do for him. Mr. Tyndale gave an account of the misery he had witnessed, and the young lady withdrew, telling him that she would refer the matter to her aunt.

When she returned she was in street costume and told Mr. Tyndale that she would visit the sufferers and should be obliged to him if he would pilot her. She had called up a chauffeur, and they found a car at the door. On arriving at their destination the young lady entered upon an examination of what was required, made a note of everything, spoke words of comfort, left some money for an emergency with each family, re-entered the car and, with the clergyman, was driven away.

Stopping at stores, she ordered the requirements noted, telephoned a doctor to visit the families in whose homes there was sickness—in short, attended to everything in such methodical fashion that Mr. Tyndale was both surprised and delighted.

They reached her home at noon, and she invited Mr. Tyndale to have luncheon with her, an invitation he accepted with alacrity.

"Your aunt," he said while they were seated at the table, "must be a woman of great practical generosity."

"Aunty has a very tender heart," was the reply. "Let me help you to some more of this dish. Our drive in the fresh air has doubtless made you hungry."

After luncheon the young lady lighted a fire on the hearth in a cozy sitting room and invited Mr. Tyndale to rest

Mr. Tyndale had received Miss Winkle's note the middle of March, and Easter Sunday that year fell on the 4th of April. Since he spoke extemporaneously, he did not even need to write a sermon, and devoted all his time to visiting the people to whom he would preach, not only to study their needs, but to relieve them. He found many necessities of a practical kind, which he reported to Miss Winkle, and they were either relieved through him or her niece went with him to relieve them. It is questionable whether the beneficiaries were more pleased at these



BUCKING SNOW IN IDAHO—9½ PER CENT GRADE

Two locomotives coupled on the Empire Copper Co.'s Ry. Bro. F. Cummings, Div. 228, in lead; Bro. Mark Joice, Div. 228, on pusher.  
—Photo by R. R. Osborn, Superintendent.

before departing. It seemed evident to him from her conversation that she was desirous of learning what manner of man he was, likely by order of her aunt, who she admitted intrusted her with the administration of many of her charities.

"Aunty is getting old," she said, "and can't get about as she once could, so you see that the brunt of the work falls on me."

"I presume," remarked Mr. Tyndale, "that she has made provision for these dispensations after her death?"

"Everything she has will go to charity."

Mr. Tyndale did not pursue the matter further, but was struck with the fact that she seemed quite satisfied that the old lady's fortune should go elsewhere than to herself.

visits or the young clergyman who was instrumental in bringing them about, for he found charitable work in the company of a pretty girl very attractive. Then, too, the reporting of what was needed involved frequent visits to the donor, who in most cases sent her niece to receive the visitor and act in her stead.

By the time Easter Sunday came around the reverend gentleman had abundant material for an Easter sermon. In other words, the sermon had been growing up within him for a month and had only to be poured out, a message of comfort and encouragement to those who must work hard under the disadvantages of education for their living, and not only had the sermon been prepared by active work,



but the congregation had been provided. Trinity Memorial Church had not been well attended. Several clergymen had been tried with a view to drawing the working people living near it to worship there, but they had all failed. What was the cause of their failure does not concern this story. One thing is certain—Edgar Tyndale had endeared himself to hundreds of people by relieving their temporal wants. When it came to speak to them in church of their spiritual necessities they were ready and anxious to hear him.

Easter Sunday was one of those mellow days that come in April, when the contrast between the cold past and coming warmth is most apparent, when the sunshine is developing the buds, when the birds are flitting about gathering material for their nests. A throng of working people poured into the Memorial Church, many in better clothes than they wore on week days, some confined by necessity to their soiled garments. Every seat was occupied, and persons were standing several rows deep in the rear of the church.

When Mr. Tyndale stepped into the pulpit he looked among the front pews for Miss Winkle. She was nowhere to be seen, but among those who were standing was her niece, who declined to take a seat so long as others needed to be provided.

The sermon was what might have been expected, a counterpart of what the speaker had done among the congregation during the past month. As he had then given bodily comfort he now gave spiritual comfort. He told them of what Easter was the promise—not the promise to the world generally, but to each one of them individually. Hundreds of faces, each denoting deep interest, were turned up to him and made him feel that what he gave was taken in the spirit in which he gave it.

It had been intimated to Mr. Tyndale that there was little or no doubt that he would receive the call as pastor of the church, irrespective of his sermon, because he had demonstrated that he was a worker. He was invited to dine at Miss Winkle's after church, and, joining Miss Winkle's niece at the door, he walked

home with her. When dinner was served she apologized for her aunt's nonappearance on the usual ground. Mr. Tyndale and the niece dined alone. Mr. Tyndale found on his plate a notification that he was called to the pulpit of Trinity Memorial Church, with a salary of \$3,000 a year.

"Will you express for me," he said to the lady sitting opposite him, "my thanks to Miss Winkle for the honor she has done me?"

"You may express them to Miss Winkle direct if you like."

"When?"

"Now."

"Then I will go to her at once."

"There are two Elizabeth Winkles, my aunt and myself. Trinity Church has been founded by me in memory of my mother. Miss Winkle senior has no property, except a small legacy left her by her brother, my father."

Mr. Tyndale continued through life to refer cases of needed charity to the founder of Trinity Memorial Church, not as Miss Winkle, but as Mrs. Tyndale.

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### Milly's Easter Hat

BY CLARISSA MACKIE

The window of Miss Pettigrew's millinery parlors held a most enticing display of spring hats.

Milly Blake, who sold hats behind Miss Pettigrew's counter, parted the inner curtains and stole a wistful glance at the marvels of straw and tulle and ribbon and flowers.

"Looks pretty nice, Milly," chirruped Miss Pettigrew, who lived over the store and seldom wore a hat herself, while she admired everything that her own deft fingers turned out.

"Doesn't it?" agreed Milly; then she added enthusiastically: "That green hat! I just hated to put that in the window. I'm afraid some one will buy it before I can save up money enough."

"Never mind; I got straw enough left for one more and I'll duplicate it for you, Milly, but the materials are all imported, so I'll have to charge you full price for it. I'm not making a penny off hats like that, but they are a good advertisement."

"Eight dollars seems a sinful price for me to pay for a hat," sighed Milly after her employer had returned to the work-room. She knew that Miss Pettigrew could not afford to make any reduction in the price of the lovely green hat, for there was Eben Pettigrew, her crippled brother, who had to be supported, as well as the orphan child of another brother.

"I'll have to trim up my old black hat, I'm afraid," decided Milly while she se-

with Mrs. Bemis ever since her mother had died and she had been compelled to earn her own living.

"Here comes Evalyn Allen," whispered Mrs. Bemis suddenly, "and I declare if she hasn't got that mincing city girl with her—what's her name? Oh, yes, Rosamund Lagrange. I never knew Evalyn Allen bought her hats in Sunnybrook!"

"She does occasionally," said Milly. "Miss Pettigrew said she'd trim your hat



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Sitting—Otto Morkern, Div. 802, Secy. B. of L. E.; E. S. Ingersoll, Lodge 636; Fred Moody, Lodge 636.

lected a bunch of lavender flowers for old Mrs. Bemis' new bonnet. "There, Mrs. Bemis; that is very pretty. I think a black lace butterfly poised over the flowers would be lovely."

"Not for me, Milly. I should be as nervous as a witch if I thought there was a butterfly or any other insect on my bunnet! I'd feel as if it was nibbling away. Ugh, take it away, child, and put a rosette of black lace there!"

Milly laughed as she put the black butterfly back in the case where it belonged. Mrs. Bemis was as kind-hearted as she was queer, and no one knew it better than Milly Blake, for she had boarded

this afternoon, and I will bring it home tonight."

"That's a good girl," approved Mrs. Bemis as she tied on her old bonnet with a jerk. "Come home early, dearie. I'm going to have waffles and honey for supper."

"Goody!" cried Milly with her own sunny smile.

The remains of that smile greeted the two fashionably attired girls who entered the little shop as Mrs. Bemis passed out.

Evalyn nodded carelessly at Milly and spoke in her pleasant way:

"Good morning, Milly. I'm in love with that green straw in the window. Don't

tell me that Miss Pettigrew turned out that confection!"

"She copied it after a pattern hat. All the materials are imported."

"Indeed!" smiled Evalyn. "Well, I'd like to try it on. It's an exact match for my spring suit, and it will save me a trip to town if I can find a hat here. Just imagine, Rosamund, dear old Sunnybrook turning out a hat like this!"

Milly winced as Miss Allen posed before the mirror in the coveted green hat. Undoubtedly it was becoming to Evalyn and Miss Lagrange was quite enthusiastic over it.

"Get it, darling!" she urged gushingly.

"Oh, here comes Mr. Madison! Good morning, Mr. Madison. Do tell me if Evalyn doesn't look stunning in that hat."

Dick Madison, who had stopped in the store to see Milly Blake, was taken back by the warm welcome he received from the two pretty customers.

He had barely time to exchange a glance with Milly when Evalyn and her friend monopolized his attention.

Half an hour later he left the store with a girl at either side, both talking volubly.

Milly, standing straight and pale behind the counter, listened to Miss Pettigrew's excited chatter with unsmiling face. The little milliner was twirling the green hat on her outstretched fingers.

"Just think, my dear; she said she would give me \$20 for the hat if I would promise not to duplicate it." Suddenly she noted Milly's sad face and recollection came to her swiftly. "Oh, my dear," she added doubtfully, "I quite forgot that you wanted it—and, well, Milly, I always keep my word, so I guess I better telephone Miss Allen at once that the hat is promised to some one else."

Milly leaned against the glass case and closed her aching eyes.

Miss Pettigrew waited, her worn little face sharply anxious over the outcome of the matter.

"Never mind, Miss Pettigrew," said Milly quietly. "I think I'd better have a black hat. It will be more useful. Besides, you can make double the money by selling this one to Evalyn Allen."

"Milly, I am relieved," cried Miss Pettigrew warmly. "I understand why

you're doing it, and—well, you can pick out any black hat in the store, and I'll trim it for you, and it won't cost you a penny!"

Dick Madison was a young civil engineer in charge of the construction of a new railroad bridge at Sunnybrook, and Milly had learned to like him very well.

He had dropped into the store to see her, and Evalyn Allen and her friend had monopolized his attention, and in the end they had carried him away with them under the pretext of examining the steering gear of their motor car. As if the chauffeur didn't know all about that!

So Milly went home early that night with Mrs. Bemis' bonnet in a paper bag and found a delicious supper of hot waffles and honey, but she could hardly eat a mouthful, and when Mrs. Bemis questioned her closely Milly burst into tears and ran away to bed.

Milly was fighting a battle with herself.

She was telling herself that Easter had a deeper meaning than the wearing of new clothes, and she felt that she was very wicked because she could not place the spiritual significance of the great day above her own petty vanity.

But Milly fought the battle and won, and as a punishment to herself she decided not to have a new hat at all. She would wear her velvet winter hat even if the day was very warm indeed.

So she went to sleep with a smile on her sweet lips, and when she awoke in the morning there was peace in her eyes and in her heart.

The following Sunday was Easter, and, although Milly did not see Dick Madison in the interval, there was a little song of contentment bubbling in her heart—why, she could not have told you.

Easter Sunday morning she took her place in the choir, wearing her new soft green dress and her black velvet hat, under which her soft fair hair curled alluringly.

Senator Allen's family came in, Evalyn looking lovely in her new green suit, with the becoming green straw hat.

Milly saw Dick Madison come in. He walked slowly up the aisle, and Mrs. Allen turned and beckoned him into her pew.

Milly's heart almost stopped beating for an instant; then it resumed its even strokes, for Dick smiled a polite refusal of the invitation and turned into the humble pew of Mrs. Bemis, where he shared that little woman's prayer book and hymnal with grave devotion.

When it was all over Milly found Mrs. Bemis and Dick waiting for her at the porch, and they went home together, saying very little, but strangely contented. The Allens' motorcar rushed past them, leaving a cloud of dust behind, but the occupants did not appear to see Dick and friends.

"Dick's coming to dinner," announced Mrs. Bemis. "I'm having fried chicken and ice-cream. You talk to him in the parlor, honey, while I set the table. No, I don't want any help!"

In the parlor Milly composedly laid aside her hat and jacket, and Dick put his gloves and hat on the square piano and faced the girl.

"Milly," he said with a tremor in his deep voice, "I've got an Easter gift for you—if you will accept it—and your acceptance of it will mean a whole lot to me. It will make me the happiest man in the world." He stole a glance at Milly's rosy, downcast face, and, lifting down a white hatbox from the piano, he placed it in her lap.

"Open it," he urged.

Milly untied the white ribbons and lifted the cover. From a bed of white tissue paper she lifted an exquisite white tulle hat trimmed with orange blossoms and white satin ribbon.

"What is it?" she whispered. "For me?"

"It's for you if you'll accept it. It's a wedding hat, Milly, darling. Ah, I know all about the green hat, dear. Miss Pettigrew told Mrs. Bemis and me all about it. We understand why you did it, and it's a present from all three of us under condition that you'll wear it—soon—when you marry me!"

Milly's hands trembled.

Then she lifted the lovely hat and placed it on her sunny head. She lifted her blue eyes and met his gray ones.

"That is my answer, Dick," she whispered softly.

## Every Year

The spring has less of brightness  
Every year,  
And the snow a ghastlier whiteness  
Every year;  
Nor do summer flowers quicken,  
Nor autumn fruitage thicken  
As they once did, for we sicken,  
Every year.  
It is growing darker, colder,  
Every year,  
As the heart and soul grow older  
Every year;  
I care not now for dancing,  
Nor for eyes with passion glancing;  
Love is less and less entrancing,  
Every year.  
Of the loves and sorrows blended  
Every year,  
Of the charm of friendship ended  
Every year,  
Of the ties that still might bind me  
Until Time to Death resigned me,  
My infirmities remind me  
Every year.  
Ah! how sad to look before us  
Every year;  
While the cloud grows darker o'er us  
Every year;  
When we see the blossoms faded,  
That to bloom we might have aided  
And immortal garland braided  
Every year.  
To the past go more dead faces  
Every year;  
As the loved leave vacant places  
Every year;  
Everywhere the sad eyes meet us;  
In the evening's dusk they greet us,  
And to come to them entreat us,  
Every year.  
"You are growing old," they tell us,  
Every year;  
"You are more alone," they tell us,  
Every year;  
"You can win no new affection,  
You have only recollection,  
Deeper sorrow and dejection,  
Every year."  
Yes! the shores of life are shifting.  
Every year;  
And we are seaward drifting,  
Every year;  
Old places, changing, fret us,  
The living more forget us,  
There are fewer to regret us,  
Every year.  
But the truer life draws higher  
Every year.  
And its morning star climbs higher  
Every year.  
Earth's hold on us grows slighter  
And the heavy burden lighter,  
And the dawn immortal brighter,  
Every year.

## His Cousins

BY F. A. MITCHEL

"What's the matter, Alec?"

"Matter enough! I've an exam coming off on Wednesday on a subject I know nothing about. I'm practicing for twirler for the varsity team and have left preparation for this exam for the last three days before it takes place, when I propose to bone day and night, braced by strong tea (and sandwiches during the night), till the bell rings for the ordeal, go right in before I spill any of it out of my cranium or it has a chance to evaporate and go through just as though I had been studying regularly."

"Why do you need to be so well prepared? Couldn't you scrape through by answering the minimum number of questions?"

"I've got to take an oral exam, and you know very well what that means. I shall be called on to start in anywhere, haphazard, and reel it out by the yard. If I happen to strike a place I don't know anything about I'm flunked."

"Well, then, why don't you carry out your plan to stuff yourself?"

"Why don't I? Read that."

Alexander Pomeroy handed his chum, William Chandler, a letter from his mother stating that his two cousins, Belle and Lucy Winchester, the daughters of her favorite sister, had come on from Colorado, where they had always lived, to make her a visit. They had never seen a large university and were especially anxious to visit one. She had proposed to them to go to H. to inspect the college, and they were delighted with the plan. They would come down Monday morning and remain till Wednesday afternoon. Of course they would need some one to pilot them—in fact, show them attention during their stay in H. The writer thought that since the end of the term was at hand, when the breaking up was about to take place and not much doing, Alec would have plenty of time to devote to his cousins.

"Nothing doing at the end of the term, eh?" remarked Billy Chandler. "I like that. I suppose your mammy considers exams perfunctory ceremonies. Are your cousins pretty girls?"

"How do I know? I've never seen either of them."

"Oh, you haven't? In that case I don't know but that I can help you out. Not having the muscles for athletics as you have, I'm obliged to take an interest in my studies or be bored with too much time to spare. I have passed all my exams but one and am well prepared for that. I wouldn't mind showing a couple of pretty girls the sights, and since they have never seen you I don't see why I shouldn't impersonate you."

"Will you?" exclaimed Alec, thrusting out his fist and taking his chum's hand in a viselike grip.

"If you like."

"It's a go. I shall be free to do a three-days' grind, get through my exam, and what time I don't need for that I can put into twirl practice."

Monday afternoon Mr. Chandler was at the station to meet the incoming train, and, seeing a couple of very pretty girls, aged respectively nineteen and seventeen, alight and look around for some one, he stepped up to them and asked:

"Are you my cousins?"

"Yes," replied the elder of the two. "But you don't correspond with the descriptions we've had of you. We supposed we were going to meet an Ajax."

"You can't tell about us athletes. We cover our muscles with loose togs, and it's very deceptive."

"I'm Belle and she's Lucy."

The scamp put up his lips to each girl in turn for a cousinly kiss, which was granted without compunction. Then he led the way to his auto standing outside the station. They all stepped in, the two girls on the rear seats, and Billy took them to a boarding house where no students resided, for that would have been dangerous to his identity. Furthermore, he was not known to the two old maids who kept it and unblushingly gave his name as Alexander Pomeroy. Leaving the young ladies there till after luncheon, he returned to his room, where he found a friend, Tom Oglethorpe, in the act of filling a pipe. It had occurred to Billy that one girl would be far more companionable than two, so he let Tom into the secret and invited him to turn a party of three

into one of four. Tom was nothing loath and agreed to join the party for an inspection of cottage buildings in the afternoon, to be followed by an automobile ride.

Never was a pleasanter visit made by two young ladies or enjoyed more by two young men than on this occasion. The girls were shown the chapel, the art building, the gymnasium and this and that and the other 'hall' donated by alumni, most of whom had finished the careers for which the college had prepared

to catch on to the principles involved. I would understand better the reasons for my curves, and it would help me in my exams."

Throwing down his books, he betook himself to a shed erected for practice in twirling and began to throw the ball at a hypothetical batsman set up for the purpose. While doing so he heard a voice behind him:

"This is the place where our baseball pitchers learn to do the 'drop,' the 'in-



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Top Row—B. Cook, 597; R. D. McDougall, 583; P. D. Carruthers, 597; E. J. Murray, 583; A. E. Evans, 583;  
G. H. Ragotte, 597; H. Bowman, 597. Bottom Row—A. W. Peebles, 583; Wm. Kelsey, 583, Sec.-Treas.  
C. A. Boyd, 597, Chairman; S. Y. Starr, 583; J. J. Welsh, 583.

them and gone to their long homes. There was a class reception to attend here, a debating match there, and it seemed that something had been provided every day for the visitors' entertainment.

Now, it so happened that the real Alec Pomeroy, who was preparing himself for an examination in conic sections, got a brand new practical idea into his head. "Wouldn't it be a good scheme," he mused, "for me to apply these principles of the ellipse, the parabola and the hyperbole to my twirling? Perhaps an hour's practice with a ball would not only rest me but would help me

curve' and other stunts that go to make a baseball twirler."

Looking around, Mr. Pomeroy saw his representative, Billy Chandler, Tom Oglethorpe and his two cousins, the girls, staring at him with the eyes of sight-seers. Billy continued his remarks with the intonation of a Roman guide expatiating on the arch of Titus:

"This gentleman now practicing is our principal twirler. Twirlers are selected for having their brains in their shoulders, football men for their brains being located in their legs. You see before you Mr. William Chandler, of whom great things

are expected during the coming baseball season from the fact that he studies conic sections solely with the view to understanding the curves that will enable him to put a ball where he likes. Step this way, Mr. Chandler. I wish to present you to my cousins."

Alec Pomeroy ceased his practice and lumbered shamefacedly to the party. He was in trousers and sweater, and there was no hat on his head for him to doff to the ladies, only a forelock that hung down over his forehead. He had noted Billy's remarks about a pitcher's brains being in his shoulders and resolved to turn the tables on him.

"Your cousin Alec," he said to the girls, "is one of the first men in his class. His intellect is neither in his shoulders nor his legs; it is all in his head. Though he leads his class and is a pig in the matter of prizes, he is as modest as a little child. He is the soul of honor and the most popular man in college."

The speaker paused from his encomiums on himself for breath, and before he could recommence Billy led the girls away, remarking that flattery was odious to him.

"Why, Alec," said Belle, with whom he had paired from the first, "I didn't know you were such a prominent young man."

All pleasant as well as disagreeable affairs must have an end, and while Alec Pomeroy was scraping bottom on his examination his cousins were bidding Billy and Tom goodbye. On their arrival at their aunt's they astonished her with the information they had received of her son's prominence in scholarship and popularity, which was adorned by his modesty. Mrs. Pomeroy was delighted, having supposed that her son had gone in for athletics rather than study.

This plot might have passed off without being exposed had not a mutual admiration sprung up between Billy Chandler and Belle Winchester. Billy was dying to see her again, but he could not go to visit her without giving away the deception that had been practiced on her. She wrote her cousin frequently, her letters being turned over to Billy and being answered by him in his chum's name, every

letter of Billy's growing more and more affectionate. At last Belle wrote her "beloved cousin" that she was about to return to her home. This was too much for Billy, and he started at once to see her.

Billy's resolutions with regard to an immediate confession were excellent. The only trouble with them was the difficulty of his carrying them out. He expected to meet Mrs. Pomeroy, Belle and Lucy on arrival and had prepared some jocular remarks when Alec's mother should see a stranger instead of her son. But Mrs. Pomeroy and Lucy were out when he arrived. This upset his plans. However, he was so overjoyed at meeting with Belle that it didn't matter much—for the time being. He spent two hours with the young lady, during which, instead of beginning with a confession of his identity, he began with a confession of his feelings.

Suddenly the door of the library, in which the young persons sat, opened, and Mrs. Pomeroy discovered her niece in close proximity to a stranger.

"Aunt," said Belle, jumping up, with a blush on her face, "Alec's come."

Mrs. Pomeroy stood mute with astonishment.

"Where is he?" she asked coldly.

"Why, here, of course. What do you mean?"

"I owe you all an explanation," stammered Billy, with a face as red as a cock's comb, and, beginning at the wrong end of his story, he got inextricably confused. But a series of questions from the older lady finally elicited the information required, and a smile settled on the face of Mrs. Pomeroy and Lucy. As for Belle she didn't know whether to smile or to cry or to hide her blushing face in a lounge pillow.

Mrs. Pomeroy helped matters by thanking Billy for correcting her mistake in sending her cousins to Alec on the eve of an important examination, after which the meeting resolved itself into a reception of Billy's credentials in the matter of an application for the hand of Belle Winchester. They appeared to be satisfactory, and the young lady returned to her home engaged. The day after the next

college commencement, at which Billy took honors, he went to Colorado to claim his bride.

### How Jim Donnelly Made a Success.

BY EVERETT P. CLARKE

Jim Donnelly, agent at a small suburban railway station, not seeing promotion where he was, asked to be transferred to some more promising position. The system was a long one, penetrating

the position. Another inducement was that if he succeeded in running his train through the lawless district with regularity he would be advanced to a higher position.

The main trouble Jim's predecessors had experienced was collecting fares. The people of the country made all sorts of excuses for not paying their way, and if the conductor tried to put them off the train they would make a fight. One conductor had been killed, another severely



JOINT COMMITTEE OF ADJUSTMENT, CANADIAN NORTHERN RAILWAY  
W. B. Best, Chr. B. of L. E. T. M. Spencer, Chr. B. of L. F. & E.

into what were then the backwoods of North America. The company needed men on the frontier, but unfortunately those positions were so unattractive that the employees there could not be made to hold their places. Jim was told that he might have a passenger train in this region, but was advised that the people traveling there were hard to manage, and it was feared that he would give up the job after learning the conditions.

Jim had commenced railroading as a brakeman. The salary of conductor was much better than that of agent at an inferior station, and he decided to accept

wounded, and others had been too frightened to insist on getting the fare. All this was explained to the applicant.

Jim thought the matter over and made up his mind that he would fight his way to a mastery of the situation. He would not undertake the job without seeing it through. The fights the conductors had experienced were with individuals, and so long as he was not called upon to fight several men at once Jim saw no reason why he should not stand as good a chance as the other fellow, though he was not a large man nor especially muscular. He was quite ingenious and relied on his





thinking powers to provide ways of collecting fares.

Jim had been running his train several days without trouble when a wild-looking man got on at a wilderness station, and when Jim asked him for his fare the passenger, feeling through his pockets, finally took out a dirty paper on which he had himself written a pass. Jim handed it back to him with the laconic remark, "No good." The man began to berate the conductor with his tongue for insulting him, at the same time putting his hand to his hip for his revolver. Jim put his hand into his outside coat pocket and, pulling out a rubber bulb, repeated his request for the fare. The man was getting his revolver in position for a draw when Jim placed the bulb before the rascal's face and, pressing it, filled his eyes with red pepper.

There was a howl, the passenger putting his hands to his eyes. Jim, taking advantage of his blindness, made a grab for his revolver and secured it. Then, pulling the bell rope, he took the man by the collar and hustled him to the door, giving him a kick as he dropped him off the train.

The next man who refused to pay his fare was a countryman, who relied on his muscle to protect him from being put off the train by the conductor. The fellow was certainly very strong and prided himself on being able to take care of any man without the use of arms. When Jim asked him for his fare he searched for his ticket or pretended to do so, then said that he had lost it. Jim, who understood the man's game, passed on collecting. When the train reached the next station he got out, went to the baggage car, took a new punch out of the bag, and when the train started on went through the cars again. Coming to the man who had lost his ticket, he told him that he must pay his fare or get off the train, whereupon the passenger told him that if he was strong enough to eject him he was welcome to do so.

Quick as a flash Jim gripped the man's nose with his punch, which held by means of a couple of sharp projections. The nipped man fought like a tiger, but every time he struck a blow Jim pressed the

nipper, and in a very few minutes his prisoner ceased to struggle. Jim pulled the bell rope, but before the train came to a full stop threw his prisoner into a ditch beside the road.

Stories of the conductor's novel methods of putting off travelers who refused to pay their fare were spread broadcast by passengers who witnessed them and lost nothing by repetition. The countrymen along the line were used to fighting with their fists or their revolvers and were entirely put out of their reckoning by such unprecedented methods of warfare. It required but these two instances to stop the refusal to pay fares, for after the second ejection no one else cared to take the risk of running up against some new plan of the conductor of accomplishing his purpose.

Meanwhile the railroad was civilizing the people who lived beside it. A respect for law and order was creeping in, and public sentiment was turning against the carrying of weapons. In other words, the people were becoming a peaceful farming community. Jim Donnelly's success in collecting fares was noted in the general offices of the railroad company, and one day he received the appointment of division superintendent.

The country through which the line passes is now thickly settled, and Mr. Donnelly is vice president of the road.

### Timely Advice

If the spring is ruther backward an' your nose an' ears are blue,  
Here's advice that all should foller, an' you'd better take it, too:  
Keep a-stickin' to your flannels till they're stickin' fast to you,  
Or the undertaker'll get you sure an' sartin.  
There ain't no use in frettin' nor in gittin' in a stew,  
So mind what I'm a-tellin' you'd a whole lot better do:  
Keep a-stickin' to your flannels till you find 'em stuck on you,  
An' you'll fool th' undertaker sure an' sartin.  
We've no sympathetic feelin' for the foolish people who  
Get an influenzy feelin' with their undergarments new,  
So stick tight unto your flannels till they're stickin' tight to you,  
Or the undertaker'll git you sure an' sartin.

### Making a Man of Him

BY DONALD CHAMBERLIN

"Who is the ladylike young man visiting you, Mrs. Crabtree?"

"My nephew."

"He looks as if he had come in a band-box. What's his name?"

"Albert."

"What are you going to do with him, put him in a store window to show his clothes?"

"No. I brought him here to try to make a man of him. He is my brother's son. His father died when he was a baby, and he has been brought up by a doting mother. He had a nurse till he was fourteen, then a governess. Since then his mother has not been willing to trust him with anyone but herself, and she is the worst caretaker he has ever had."

"Poor fellow! I have known cases like that."

"His father was a splendid man, and Bert is as like him as possible at his age, except, while the father was taught to rely on himself, the son is handicapped by a mother who wishes to make a milksop of him."

"As the twig is bent the tree's inclined."

"That's it exactly. You can dwarf a man as well as a tree. Now, Bess, I wish you to help me make a change in the boy."

"I? How can I do anything about it?"

I suggested a plan by which she could make a start in Bert's reformation. He had never associated with any one but girls, and I knew that if I turned him at once over to the boys they would soon send him back to me. I proposed to initiate him through a girl who was more of a boy than boys usually are. There was something else I didn't tell Bess. In order to get Bert away from his mother I told her that I would make him my heir. But he was to remain with me so long as I lived.

I warned Bess to go slow at first with Bert, but she didn't heed the warning. She took him out in a canoe, upset it (on purpose) and was obliged to swim ashore, holding him up, for he couldn't swim a stroke. The feat was difficult, and it

sobered the girl. She didn't upset him any more, but she forced him to learn to swim.

His next lesson was in horseback riding. Her first lesson in this was more gentle than her swimming lesson. At any rate, she gave it on turf where there was no danger of killing him when he took a tumble, which he did every few minutes during his first lesson. Bess was encouraged from the fact that when thrown he scrambled back on to his horse without being urged to do so.

When winter came such sports as swimming, horseback riding and the like gave place to skating and skiing. Bert put on skates, which he had never used, hobbled down to the ice, his feet went up into the air, and he went down on the back of his head. But he was true grit and, getting up, struck out, fell again and kept it up, Bess alternately laughing and encouraging him. Then she skated with him, and doubtless he found that quite pleasant.

I don't claim that Bert made a first-class swimmer or skater or rider. To do these well one must begin very young. Indeed, it was not my purpose to make him proficient in any of these. What I wished was to draw him away from the feminine tastes his mother, his governess and his nurse had implanted in him. He developed a taste for manly amusements, and this drew him toward manliness generally. Bess took charge of him when he was seventeen, and when she had had him a year he would occasionally break away from her for companions of his own sex. Within two years there was not a vestige of feminism in him. Then he went to college, and since he had developed physically, coming as he did of brawny stock, he surprised us all by becoming a candidate for and winning a place on the university football team.

When his college won the championship during his senior year Bert, who was very active as well as strong, was one of the principal men on the team, and it was he who gained the points that gave them the game. I took Bess to see the game, and she was not only very much interested in it, but very proud of one whom she had converted from a Miss Nancy to a sterling man.

I had observed that this training of my nephew had been attended with that of which I by no means disapproved. It was plain that the two had become seriously attracted to each other. The day Bert was graduated from college he came to me and told me that he and Bess were engaged. Bess came to me as soon as he had left me to see for herself how I viewed the matter.

"Well, Bess," said I, "you have made a man out of a milksop and"—

"He never was a milksop!" she interrupted angrily.

"Anyway, I suppose you deserve him and something else besides—a pecuniary consideration."

"What do you mean by that?" she asked, bridling.

I told her that when Bert had come to me I had promised his mother to make him my heir. "I will do better than that," I added. "I will settle a fourth of my fortune on you and him jointly now."

Bess sprang into my arms.

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### The White Goose

BY CLARISSA MACKIE

Jim Radford would never have seen the white goose if his motorcar had not broken down three miles away from the nearest village.

He emerged from under the body of the big machine and wiped the grime from his face. For an hour he had worked with his coat off and his sleeves rolled to his elbows. He was tired, hot and exceedingly disgusted.

"There is only one thing to do," he decided dully, "and that is to walk back to that forsaken hole and hire an ox team to yank me out of this."

So he pulled on his coat and, not realizing the untidy appearance of his good-looking countenance and the disorder of his unruly hair, tramped down the road toward the village.

Presently he came to a crossroads, where a signpost pointed fingers in two different directions. Each finger read, "Delmore, 3 miles."

Both roads were well traveled, although they plunged into thick woods.

Jim could not remember which road he had taken nor could he decide which one to choose now.

So he tossed a penny and turned into the right-hand road. On one hand there was a steeply wooded hill broken in one place by a bluestone road, marked "Private." On the other side was a stretch of oak forest.

A few hundred yards after he had passed the private road Jim Radford heard a strange sound behind him, something between a cluck and a quack and a croak. He turned around and discovered an immense white goose waddling at his heels.

"For the love of Mike!" ejaculated Jim. "I don't mind a good dog at heel, but a goose—never! Avaunt!" he shouted, and the bird stopped short, stretched her neck and hissed wickedly.

"Won't, eh?" Jim picked up a stone and hurled it at the goose. She nimbly side-stepped the missile and hissed again. Jim went on his way confident that the bird would turn about and go home, wherever it might be.

Half a mile farther on he turned around and was disgusted to find that the goose was still following him, although she had increased the distance between them by a few yards.

He paused and considered. It would never do for him to enter the village with a white goose trailing after him, nor did he care to meet a party of motorists on the way. There was too much misplaced humor in the world for that.

"If you insist on going to Delmore, go on ahead, goose," he ordered when the bird had come up with him. Therefore he fell in behind the white goose and thereafter appeared to be driving her rather than escaping from her company.

Then from behind came the soft purring of a motorcar, and there came into view a great black touring car driven by a hatless girl. There was a warning honk, and it was absurdly answered by the white goose.

Jim laughed ruefully and stepped into the footpath.

To his amazement the machine stopped close beside him, and a lovely indignant face looked down at him. Her blue eyes

flashed, and there was unmistakable scorn in her contralto tones as she addressed him:

"I should think a great, big, strong man like you would be ashamed to steal a goose."

"Steal a goose?" echoed Jim dazedly. "Do you believe I stole that—that—thing?" And his tone implied contempt of all domestic fowls of any species.

"To begin with, it isn't a 'thing,'" she retorted indignantly. "It's a valuable Hamadan goose, and certainly appearances are very much against you. I missed the goose, and here I find you driving it to market."

"It followed me," was Jim's reply.

"It doesn't look that way," said the girl significantly, and Jim remembered with a curious sinking of the heart that it would be hard to prove an alibi, for he had been shooting the confounded bird with a small branch when the motorcar had overtaken him.

While Jim had been pondering these things the girl's eyes had never left his face.

"Well, what are you going to do about it?" he asked at last.

"I believe you're the man who robbed our chicken roosts last week," replied the girl—"when you poisoned our dog, Ponto"—

"Poisoned your dog?" echoed Jim blankly. "Do I look like a man who would poison a dog?"

But the girl evaded the verbal answer, although her eyes frankly acknowledged that she believed the disreputable figure before her would be guilty of almost any crime.

"You will pick up the goose and get into the car," she said crisply.

"Suppose I prefer to run away?" asked Jim angrily.

"You dare not," she said coolly and displayed a very serviceable little revolver. "Now, pick up that goose and get into the car. I'm going to take you to Delmore to the nearest magistrate. These petty thievings are contemptible."

For a few moments Jim stared incredulously at the girl, but her expression of determination was unwavering. There was no softening of her long-lashed blue

eyes, and her red lips were firmly set. His eyes wandered to the car, which was of the latest model—in fact, it was a duplicate of his own handsome car. Suddenly a steely gleam came into his gray eyes, and he moved around the car.

"I'll pick up the goose and go with you," he decided grimly.

Whereupon ensued a quarter hour of undoubted amusement to the girl in the motorcar, for the goose objected to being caught and fought viciously with feet and bill and wings, but Jim came off triumphant, although his appearance was rendered more disreputable than before. Now his face was plastered with mud, and there was a little trickle of blood on one cheek where the goose had pecked him.

"I am sorry you are hurt," said the girl in a strangled voice as Jim climbed into the tonneau and wrapped the indignant bird in a robe so that only the head and long neck were visible.

"No matter, so long as justice and right triumph!" retorted Jim dryly, and the girl's face went suddenly serious, and she shot a queer doubtful glance at him.

In another moment the car jerked forward, and they were off for Delmore.

Once the girl turned sharply around.

"I thought you laughed!" she murmured, a hint of embarrassment in her lovely face.

"I expect it was the goose—laughing at me, no doubt," said Jim gloomily.

She turned her face away and gave her entire attention to the operation of the car. Jim watched her furtively and could not help but grudgingly admire her skill in driving. The road was narrow, and once or twice they met other vehicles, the occupants of which invariably stared with surprise at the battered young man in the tonneau, who appeared to be in attendance upon a very ill goose, and many of them appeared to recognize the girl, for they exchanged gay greetings as they passed.

At last they came into the long village street, and the car swerved into the driveway of a large, white-painted residence.

"I am taking you before the magistrate, Judge Pinney," said the girl crisply.

"Young Oscar Pinney's dad?" cried Jim eagerly.

"Yes—do you know Oscar?" asked the girl in a surprised sort of way.

"I've heard of him," muttered Jim, for Oscar had been his classmate in college.

Judge Pinney came down the front steps to greet them. He was a tall, white-bearded man, whose austere countenance did not change in the least when the girl stated her errand.

"You did well to bring him to me, Carol," he said. "Please come into my office and make your complaint." He helped Carol to the ground and then motioned Jim to follow.

"Bring the goose," he ordered.

Jim meekly obeyed and presently found himself standing before Judge Pinney's great walnut desk, while Carol Delmore briefly stated her complaint against the unkempt and much frazzled youth, who was compelled to hold the goose all the while.

Now Judge Pinney looked over his spectacles at Jim, and his voice rasped sharply.

"Well, young man, what have you to say," he demanded.

"I wish to enter a complaint against Miss Delmore," replied Jim calmly.

The girl uttered a queer cry and exchanged an amused glance with the magistrate.

Judge Pinney drew another printed form before him. "State your grievance," he said briefly.

"I desire to prosecute Miss Delmore for stealing my motorcar."

"Your motorcar?" shrieked Carol.

Judge Pinney leaned across the desk.

"Stop this nonsense, young man!" he roared.

"It is the truth," insisted Jim, and then in a few well-chosen words he stated his case—how his car had broken down three miles from Delmore, how he had failed to repair it after a couple of hours' strenuous labor, and how he had set out to walk to Delmore for help. Then he related the chase of the Hamadan goose and his capture by Miss Carol Delmore.

"I recognized the car before I entered it," concluded Jim. "There are certain

outward marks by which every man can identify his own machine; besides that, my monogram is on the panels of the doors, and in the pockets are road maps and other papers bearing my name, and I have here"—he reached into an inner breast pocket and brought out a Russian leather case—"my driver's license. It also has the number of my car, the one outside. What I cannot understand is this: I left the car crippled by the roadside, and yet Miss Delmore was able to drive it without trouble."

Judge Pinney looked from the license card to the young man who had presented it, glanced outside at the number swinging from the rear of the big car, which was plainly visible, and then he turned to the girl with a mirthful light in his eyes:

"Well, Carol, what have you got to say?"

Carol's lovely face was going first red and then white, and Jim's admiration felt an added emotion—pity for her confusion—and every one knows that pity is akin to another emotion, love; and Jim Radford was not far from that at this very moment.

Then Carol Delmore told her little story. It appeared that she had been returning from a walk in the other direction, and she had found the apparently abandoned motorcar by the roadside and, being an experienced driver as well as a very practical young woman, she entered the car, tested the engine, found it working properly, if a little stiffly, and, turning about, had proceeded to drive the car to Delmore to be held until called for.

On the way she had overtaken Jim, apparently driving the Hamadan goose, which had strayed from that private road which led up to her father's country home, and we all know what happened after her encounter with Jim.

After Jim had washed the oil and grime from his face and made a few other changes in his toilet in the room of Oscar Pinney, who soon joined them, he went back to Judge Pinney's office, where the judge was saying farewell to Carol Delmore.

"May I offer apologies?" asked Carol. "I don't know how to make amends

for humiliating you so all on account of that—thing!" And she pointed a scornful finger at the Hamadan goose, sitting limply in the folds of the robe.

"It is not a thing—it is a valuable Hamadan goose," quoted Jim gravely.

The laughter that followed did much to restore an embarrassing situation. Carol permitted Jim to drive her and the goose home, and she did not appear displeased to learn that he had accepted Oscar Pinney's invitation to visit for a few days.

"I want to learn more about geese, especially Hamadans," said Jim gravely.

Carol blushed, because she knew very well that was not the reason Jim was staying over.

"Jim," said Oscar Pinney, when the motorist had returned from the Delmore home, "I'd be jealous of you if it wasn't that Carol has a cousin in Virginia who is a little more delicious than Carol herself."

Jim blushed, but he would not talk about Carol Delmore in that light vein. He knew that young Pinney was engaged to some girl in Virginia, but in his heart he could not understand how any man in his senses could look at any other girl after once gazing into the dark blue eyes of Carol, hearing the rich tones of her voice, seeing the ensnaring witchery of her fair hair and the general loveliness of her.

But Jim found other rivals for Carol's hand, and his wooing was short and sharp—and in the end successful.

The wedding was at the Delmore farm, and the guests marveled because a great white Hamadan goose waddled around the front lawn, vainglorious because of the big white satin bow tied about her long neck and the spray of orange blossoms tucked in the knot.

"Fancy wasting all that finery on a goose!" sniffed one young woman.

But Judge Pinney and his son, who overheard the remark, nodded understandingly at each other.

They knew that if it hadn't been for the Hamadan goose there wouldn't have been a wedding that day—at any rate, Jim Radford might not have been the happy bridegroom.

## The Boss's Wife

BY CLARISSA MACKIE

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The Crane sat all alone on the bench outside the cookhouse door. He had chosen to sit there because the high sing-song of the Celestial's voice lifted in self communion was company for him. The bunk house was empty of the merry crowd which had made it home. One after another the tricky god had ensnared the Lone Bull cowboys until the Crane, as he was nicknamed because of his ungainly height, was the only one left heart free. Married cowpunchers ain't got the ginger somehow as the bachelor ones. Can't enjoy a lynchin' nohow, and their wives's always afraid they're going to fall off and git hurt."

The Crane did the sweethearts and wives of his comrades a rank injustice, for each one had all the spirit and "ginger" of the men they loved.

"Sour grapes!" teased Mrs. Clintock, the boss's wife, as she listened unseen to Gabriel's soliloquy. "Why don't you get married yourself, Mr. Crane?" She came around the corner of the cookhouse and sat down on the bench beside the despondent cattleman.

"I suppose you've always been too busy to think about marrying," began Mrs. Clintock, softly. "I don't suppose you ever saw a woman you'd care to make your wife."

The Crane was silent for several moments. He brought out an old pipe from his pocket, filled it with tobacco and held it unlighted in his big bronzed hand.

"You're mistaken there, ma'am," he said deliberately. "If I'd had my own way I'd have got married fifteen years ago."

"What happened?" asked Mrs. Clintock breathlessly.

"She married another fellow." His voice was unemotional.

"Oh, dear, how horrid of her!"

"Not if she liked him best," defended Crane.

"Did she?"

"Seems so—or she wouldn't have married him."

"You don't appear to be positive about that fact. Were you—were you engaged to her?"

"Almost."

"How near?"

"All but asking her. I put it off until I came back from getting some cattle over the Second ranges, and when I came back she'd married a traveling salesman and gone away."

"Let me see, the Second ranges are in Idaho," hazarded Mrs. Clintock.

"Yes."

"I suppose you were cow punching then?"

"Steady."

"Oscar Newton's place is near the Second ranges. He married my cousin."

"That's where I worked."

"The nearest town is Antelope," ventured Mrs. Clintock, one eye on Crane's thoughtful face.

He turned a pair of humorous gray eyes to hers. "You oughter been a detective," he said quietly.

"I ought to be up at the big house this very moment," cried the boss's wife breathlessly. "I believe I hear the baby crying." She hurried up the slope to the large lighted house, pausing on the veranda to call down to the lonely figure on the bench. "Why don't you come up here and set the phonograph going? No need to sit down there alone."

"Mebbe I will by and by," said the Crane.

Mendacious Mrs. Clintock peeped in at the slumbering baby, set the lamp on her writing desk and drew a sheet of paper toward her. The letter she wrote was dotted with interrogation marks. It was addressed to Oscar Newton's wife and its destination was Antelope, Idaho.

She thrust a record into the phonograph, wound up the crank and as it tinkled forth the strains of "Love's Old Sweet Song," she hurried down the hill toward Jim Lewis's house. "Do you mind going up and sitting with the baby, Mr. Crane? I've got to go down to Lewises. They're going to the canyon in the morning, and I've got mail to send along."

"I'll take the letters down to Jim," proposed Crane obligingly.

"Oh, no, no!" laughed Mrs. Clintock.

"You look after baby and be sure and don't wake him up."

"The Lord forbid!" ejaculated Crane, stuffing his pipe in his pocket.

When Mrs. Clintock returned the big cattleman was endeavoring to hush the lusty cries of the infant Clintock. "Here, ma'am," he said tendering the squirming baby to its mother's outstretched arms. "I shall always look on wimmen with awe, ma'am, jest for the way they can turn off the music with a word. I been talking Dutch to this feller for a half hour, and he only bawls back at me."

"Mother's precious!" soothed Mrs. Clintock, and the precious immediately placed a rosy thumb in his mouth and closed his blue eyes contentedly.

"It does beat all!" ejaculated Crane admiringly.

"What woke him up?" demanded Mrs. Clintock with sudden suspicion, for she had detected a look of tenderness in Crane's eyes. "He was sleeping like a lamb when I left."

"I looked at him," confessed the Crane sheepishly. "I thinks to myself, a cat can look at a king, and I guess a cattleman kin look at a calf baby."

"You didn't touch him?" persisted Mrs. Clintock.

"I guess I hypnertized him like that Trilby feller," evaded Crane.

"Trilby was a girl," corrected the boss's wife, cuddling the baby under her round chin. "Did you touch that baby, Theodore Crane?"

Crane reddened to his ears. "Blame it all," he complained, "I did, if you must know. I looked at him, ma'am, and he looked so consarned cute a-laying there sucking his thumb, I kissed the little cuss and he woke up and howled at me."

"He's a naughty little boy," chided Mrs. Clintock, touching a finger to the baby's dimpled cheek. "Kiss him again, Mr. Crane; I don't believe he'll mind now." She held out the sleeping baby and Crane bent his head awkwardly and pressed a kiss on the fair skin.

"There, he never stirred. He takes it as a compliment that a big busy man should want to kiss a little boy." Mrs. Clintock's motherly eyes were full of tears as she replaced the baby in the



crib and returned to the sitting room.

Crane was leaning over the phonograph, awkwardly fitting on a new record.

"I found a tune I used to know," he explained without turning his head.

"Help yourself," said Mrs. Clintock as she went out to the veranda to meet her husband. She had whispered in his sympathetic ear of the conversation she had had with the lonely cattleman and of the letter she had hastened to send to Idaho, when the strains of the phonograph broke forth once more.

"What's that tune," asked Boss Clintock, his arm around his wife.

"It's Ascher's 'Alice, Where Art Thou?'" returned the little woman. "Dick, I believe her name is Alice!"

"You're right as usual, is my safe bet," grinned the boss, kissing his wife.

A week later the boss's wife flew down the hill toward the bunk house, where the Crane was eating a solitary supper. Wah Lee, the cook, padded in and out of the room, tunelessly chanting his eternal ditty. Crane effectually stopped the noise by tossing a plate toward his bare heels. As Wah Lee skipped squealing into the kitchen Mrs. Clintock thrust a rosy face inside the door.

"Can I have a cup of coffee?" she asked breathlessly.

"Yes, ma'am!" cried the Crane, setting a chair for her and yelling for the coffee pot. When he had placed bread and butter and cold meat before her and filled a steaming cup she looked at him appealingly.

"I hope you won't be mad at me for what I've done," she began. "I've meddled with your affairs."

"What have you done?" asked Crane unsuspectingly. The worst she might do, he thought, would be to surreptitiously darn his socks, as she had been wont to look after the Lone Bull boys before the tyrant baby came.

"Was her name Alice Thorp?" asked Mrs. Clintock excitedly.

Crane stared, and a red flush stained his bronzed cheek. He nodded grimly. "It was."

"And she married a man named Weed?" Again he nodded, and she saw interest in his gaze.

"Well, I took the liberty of writing to my cousin in Antelope, and she says Mrs. Weed is a widow now and has returned to Antelope to live with her father, who is an old man."

"I know him well," said Crane dreamily. "A real gentleman, old Thorp was."

"Well?" Mrs. Clintock's voice was expectant.

"Well?" Crane's voice was defiant.

"What are you going to do now? My cousin says Alice is as sweet and pretty as ever and that it is common belief that she only married Weed for spite and that she looks so sad sometimes—and once she inquired after you."

"Only once?" demanded Crane jealously. His chair scraped away from the table, and a fighting look came into his eyes.

"The boss says you can take a week's vacation if you want to," said Mrs. Clintock, rising from the table and turning toward the door. "He says he'll make you foreman of the annex if you want the job and that the house is large enough for three."

A vision of Alice Weed and her father dimmed the Crane's sharp gray eyes. He bent his head with a grace born of the warm impulse and kissed Mrs. Clintock's plump little hand.

"God bless you, ma'am!" he said in an unsteady voice.

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### Thrift

Never before, perhaps, has so much nonsense been uttered and written as during the past few months upon this subject. Titled dames have issued a manifesto urging their sisters to practice this greatest of all virtues (as they describe it), and quite a small army of people have banded themselves together in leagues and societies to further the cause of thrift among the people. It is an admirable idea, properly carried out. We can think of nothing better than everyone being persuaded to "put a little bit away for a rainy day," as the old song has it, "for the sun won't always shine." But examine a little closer, the cry seems to possess a certain hollowness which its supporters do not always appear to rec-

ognize. It is easy to see how my Lady Vere de Vere may save a very considerable amount of money if she is so minded, but it is a little difficult to perceive where the "awful waste goes on" among the poor, who are the real people the thrift organizers are after. At the bottom of this movement lies the old idea that working people, given a reasonable amount of money, such as some of them are undoubtedly receiving at the present time, must be looked after very closely by their "superiors," or they will surely waste it. Her ladyship, of Don't Work Hall, may spend, perhaps, £200 per year on dress alone, and, perhaps, another £200 on things that are quite unnecessary, looked at from a reasonable standpoint, but Mrs. Smith would never dream of spending more than £1 or 30s. upon such things as these may be, so the lecture on thrift is likely to lose some of its would-be effectiveness upon her inoffensive person. This question of thrift resolves itself into a question of need versus luxury. That money which is spent on luxury might profitably be used for other and more useful purposes at the present time, no doubt. But that which is spent on necessities cannot be diverted from its proper channel without seriously endangering the lives or affecting the physical condition of those who live by it. To assume that a large number of working people in England wasted a considerable portion of their incomes on things useless and unnecessary is to display an ignorance of the real facts of the case at once surprising and insulting. A knowledge of the conditions under which a very large number of our people live is necessary to appreciate the futility of many of the appeals now issued broadcast by well-meaning persons. It is all very well to tell us that the reason why Germany is so strong is that the whole of her people are economical and thrifty. What we want to know is how to be thrifty on the wages we receive, living under the conditions we are compelled to live under. But no one ventures to tell us what we can do without, or how we can save money, so small is the margin left after an effort has been made to maintain a British standard of comfort. "Go without luxuries," say our friends.

"Cut down your expenses to a minimum." How hollow and futile such advice sounds to those whose lives are a perpetual struggle to gain necessities, and whose weekly balance sheet has got to be a perfect model to keep away the bailiffs! Expenses, forsooth! How can one keep down expenses when the landlord keeps raising his rent, the butcher his meat, the grocer his provisions, the coal man his coal, etc. Perhaps the good people who enjoin us to thrift and economy will tell us how to save money when everything is rising in price and our wages are practically stationary.—*London, Eng., Railway Review.*

### The First Steam Railway in the South

About the year 1830 the first steam railway in the South was opened for traffic between Charleston, S. C., and Hamburg, S. C. The road from Charleston, as far as Aiken, followed closely an old Indian trail, and occupied the same bed over which the Southern trains run today. The company did business under the title of "The South Carolina Railway and Canal Company." When the road was first proposed the scheme met with the wildest protests from citizens all over the country. Farmers all along the proposed route made long trips on horseback to Charleston to enter their protest, many of them contending that the enormous weight of the locomotives rushing over the country, at the terrific speed of eight miles an hour, would endanger the life of every man and animal so unfortunate as to live near the track. For a time the primitive railroad magnates stood almost convinced that, even if the road were built, it would soon be in a state of bankruptcy, occasioned by hundreds of damage suits brought on by the slaughter of live stock.

However, in spite of the objection of half the State, the infant road began to crawl slowly out from Charleston, in the direction of Augusta. The road was built above ground, the rails being laid upon a trestle work some four feet high. Soon after the completion, however, it was found necessary to come down to earth, the passage of trains being frequently in-

terfered with by the road tumbling down. The track was almost entirely straight. and when it was found necessary to construct a curve, it was made as long as possible. Short curves were declared impossible, the engineers declaring that the train would certainly leave the track, should an attempt be made to round a curve at full speed (eight miles an hour). Some contended that the road might be so constructed that it would be unnecessary to slow up. Much argument ensued, and it was finally decided to lay the inner wall of the curve somewhat lower than the outer one.

Every one has seen pictures of the first locomotive used in America. The S. C. R. W. & C. Co. imported two engines of this pattern from England. The description of the early methods shows them to have been primitive in the extreme.

The first cars were equipped with sails. This sounds, in newspaper talk, like a "pipe dream," but it is a fact. The object of the sails was to help the engine in case a favorable breeze should spring up from behind. After making several trips over the line, it was found necessary to have a headlight of some kind. After a deal of thought and consideration, the superintendent provided a flat car with a dirt floor. This was coupled on in front of the engine, and piled with light-wood knots. Just before the train was ready to pull out these were set on fire, and a negro was employed to keep the fire going. One can well imagine the inconvenience to the engineer. In a very few minutes he was thoroughly smoked.

The authorities of the new enterprise were at first very timid about increasing speed. Eight miles was considered fast enough, as the lives of passengers had to be considered. At a meeting of the directors of the road, some time after it had been in operation, it was proposed that an increase in speed be attempted. The proposition, however, met with little encouragement. The more progressive member then rose and delivered an argument in favor of his proposal. He believed that ten miles an hour could be attained, and, if more improved machinery could be purchased, even 12 miles an

hour could be reached. Not noticing the astonished looks of the assembly, the speaker argued on, and ended his speech with the amazing assertion that 15 miles an hour would some day be possible.

One of the most unique occurrences in the early history of the railway was the first suit against it to recover damages. In those days there were no section hands to keep the road clear of grass, and as the interval between trains was two or three days in length, the track was generally so overgrown with weeds that it was indistinguishable at any distance. One day a luckless fellow lay down upon the track to sleep. Probably he thought the train had passed the day before. Alas, for him, it was only 15 miles away, and fast bearing down upon him! The grass was thick and tall, and in less than two hours the engine had passed over the fated slave, before the engineer knew he was upon the track.

Damages were never recovered, however, the judge ruling that the man's death came from no fault of the engineer, as the grass along the road was too tall for any one to be seen who might be sleeping upon the track.

The present road, between Charleston and Aiken, lies upon the old route, but in the year 1852 that portion of the road between Augusta and Aiken was entirely rebuilt, and the route changed. Up to 1852 the deep cut which runs through Aiken did not exist. The trains ran from Charleston straight into Aiken, and there encountered one of the greatest difficulties of the long trip. The grade from Aiken to the valley below was too short and steep for even a modern engine to attempt. But the engineering corps of this pioneer railroad had never yet been balked, and this difficulty went down before their ingenuity as all others had done before. A stationary engine was placed at the top of the grade, and with the aid of a cable, trains were drawn up or sent down the steep incline, with the loss of very little time.

At the end of the Civil War the road was left almost in ruin financially as well as materially. It went into a receiver's hands and was bought by a new company. After that time until bought

by the Southern it was operated under the name by which many people still remember it, "The South Carolina Railroad."—*Express Gazette*.

### The Railway Accident Record of Australia

The various Australian states come out well in the matter of railway accidents, the latest five years to which statistics extend showing an average of 0.10 fatalities per 1,000,000 passengers carried in New South Wales. The corresponding average in Victoria was 0.09 per 1,000,000 passengers, and in South Australia 0.11. In the United Kingdom the average was 0.08 per 1,000,000 passengers carried; in Germany, 0.08 per 1,000,000 passengers; in Austria, 0.08 per 1,000,000 passengers; in Hungary, 0.26 per 1,000,000 passengers; in Belgium, 0.09 per 1,000,000 passengers; in Sweden, 0.08 per 1,000,000 passengers; in the Netherlands, 0.07 per 1,000,000 passengers, and in Switzerland, 0.12 per 1,000,000 passengers. In the United States the average came out at 0.51 per 1,000,000 passengers carried. The worst showing was, however, made in Russia in Europe, which figured with an average of 1.47 fatalities per 1,000,000 passengers, and Asiatic Russia with an average of 4.19 per 1,000,000 passengers. The number of persons injured per 1,000,000 passengers carried was 2.36 in New South Wales, 3.37 in Victoria, and 3.68 in South Australia. In the United Kingdom the average came out at 2.15 per 1,000,000 passengers, in Germany at 0.44, in Austria at 1.92, in Hungary at 1.24, in Belgium at 3, in Sweden at 0.25, in Norway at 0.16, in the Netherlands at 0.48, and in Switzerland at 0.93.—*Engineering, London*.

### How Money Grows

"How money makes money, and the money that money makes makes more money," said Ben Franklin, and this maxim is the reason for investment. The notion that it takes large sums of money to make more money is not true, for every cent counts if it is put to work to add to itself, as is shown by *The Saturday Evening Post* in a recent article on the subject of "Money saved means money earned."

Now let us take a dollar and "watch it grow," says the article. One dollar, deposited in a savings bank that pays 4 per cent interest will amount to \$2.19 in twenty years. This is simple compound interest. But one dollar, deposited every year for twenty years, will amount to \$30.97. This is progressive compound interest.

Many people can save one dollar a week. This sum, saved each week, and deposited in a savings bank that pays 4 per cent interest, will amount to \$1,577.70 at the end of twenty years. The interest earned is \$537.70. The amounts to which it grows at various stages are interesting. At the end of one year it will have earned seventy-eight cents interest; at the end of five years it will represent a total of \$286; at the close of the tenth year it will be \$634.64; while at the termination of the fifteenth year it will amount to \$1,059.64.

Take the deposit of one dollar a week and carry it farther. If it is continued regularly for thirty years, every dollar deposited will become \$58.38. In other words, the fifty-two dollars deposited each year will become three thousand dollars. For every dollar deposited, two dollars a week may then be taken out without impairing the principal, which has doubled.

Fifty dollars placed in a savings bank every year will amount to the following sums at the end of twenty years: At 3 per cent interest it will aggregate \$1,383.38; at 3½ per cent interest it will grow to \$1,463.42; at 4 per cent it will reach the sum of \$1,548.46; at 4½ per cent the total will be \$1,639.15, while at 5 per cent it will reach to \$1,735.96.

The important fact to be kept constantly in mind about the growth of money is that it will not grow *unless it is first saved, and then saved regularly*.—*Express Gazette*.

### Born to Be Ragpickers

"The ragpickers of Paris are born to their work, the occupation being passed from father to son for generations," says Honore S. Dutreuil, of Paris.

"Each ragpicker family has its own district, which is inherited by children and grandchildren. In spite of all the prog-

reass made in modern and elegant Paris, barrels of waste are piled up on the streets in front of many buildings on beautiful boulevards in the early morning hours, and it is the privilege, and, in fact, the mission of the ragpickers to examine this refuse. They have use for everything, and but little is left after they have passed, their thoroughness being one reason why the system is still allowed.

"Every scrap of paper has its market; rags are gathered for paper manufacturers; shoes go back to leather dealers, old sardine and preserved meat cans are used for making playthings, old bones produce gelatine and glue; lemon and orange peels are greatly sought after and sold at the rate of 1 cent a pound to perfume and syrup manufacturers; old metals are highly prized; cigar stubs go to tobacco factories, and even stale vegetables are carted away.

"The quarters of the ragpickers of Paris are just outside of the confines of the city, sections carefully avoided by most people who do not belong to the guild. Every member of the family, from the oldest to the three-year-old, takes part in the sorting of the spoils, and it often happens that members of a family die either from poisoning from stale food or from a cut from one of the tins."—*Weekly Bulletin*.

### Commendable Commandments

Members of the Association would do well to study the following commandments, which have been adopted from the Journal of the Public Service Association of Victoria:

1. Pay your subscriptions regularly, remembering that your duty to the Association only begins, not ends, with the payment.

2. Avoid getting into arrears, but if, unfortunately, you should do so, acknowledge the reminders and act honorably.

3. In thought, word and deed be loyal to your Association and its officers. It is an evil bird that fouls its own nest.

4. Take every opportunity of enhancing the reputation of the Association and increasing its membership. Every non-

member is at least a possible opponent of your organization.

5. Do not promote or participate in any movements affecting your Service conditions which are not approved by your officers, or are inconsistent with the Association's policy.

6. Remember that you do not pay your elected representatives to work for you in their spare time, therefore assist them in every possible way at all times.

7. Advise your Branch secretary of your transfer or of anything of interest to your brother members.

8. Perform your official duties thoroughly and intelligently. Interest and pride in your work becomes the enthusiastic unionist.

9. Make the Association a part of your life; talk of it, discuss it, and if you have any suggestions for improving it, do not fail to make them known.

10. Keep these commandments by you. Should you at any time think the Association—your Association—is not achieving all you desire, read them carefully. You may find why progress is slow.—*The Locomotive Record, Christ Church, N. Z.*

### Spider Instinct

The instinct of the spider is always an interesting subject for study. Recently a naturalist placed a small spider in the center of a large spider's web some four feet above the ground. The large spider soon rushed from its hiding place under a leaf to attack the intruder, which ran up one of the ascending lines by which the web was secured to the foliage.

The big insect gained rapidly upon the little one, but the fugitive was equal to the emergency, for when barely an inch ahead of the other it cut with one of its rear legs the line behind itself, thus securing its own escape, the ferocious pursuer falling to the ground.

The naturalist says: "It is not the habit of spiders to cut the slender thread below them when they are ascending to avoid some threatened danger unless there is a hole close at hand—and a hole that is known to be unoccupied." From this it would seem that the little creature's ac-

tion was the result of some sort of reasoning. Instinct led it to run away, but it must have been something more than instinct that led it to sever the line and so cut off the pursuit.

The same naturalist says that spiders are cannibals and that they are naturally pugnacious. But they do not fight for the satisfaction of eating one another. "When two spiders fight there is generally a very good reason for the attack and the vigorous defense that follows.

"It is not generally known that after a certain time spiders become incapable of spinning a web from lack of material. The glutinous excretion from which the slender threads are spun is limited, therefore spiders cannot keep on constructing new snares when the old ones are destroyed. But they can avail themselves of the web-producing powers of their younger neighbors, and this they do without scruple. As soon as a spider's web constructing material has become exhausted and its last web destroyed, it sets out in search of another home, and unless it should chance to find one that is tenantless a battle usually ensues, which ends only with the retreat or death of the invader or defender." — *New York World*.

### Knows Power of Organization

Here is a story which vividly illustrates that which is very helpful to workingmen—organization:

A planter down in Kentucky had just employed a strange negro as a mule driver. He handed him a brand new blacksnake, climbed up on a seat behind a pair of mules and asked the dinky if he could use the whip. Without a word the mule driver drew the black lash between his fingers, swung it over his head and flicked a butterfly from a clover blossom alongside the road over which they were traveling.

"That isn't so bad," remarked the planter. "Can you hit that honey bee over there?"

Again the negro swung the whip and the honey bee fell dead.

Noting a pair of bumble bees on still another blossom, the negro swished them out of existence with the cracker of his

new blacksnake, and drew further admiration from his new employer.

A little farther along, the planter spied a hornets' nest in a bush beside the highway. Two or three hornets were assembled at the entrance to the nest.

"Can you hit them, Sam?" he inquired.

"Yes, sah; I kin," replied the negro, "but I ain't agoin' to; dey's organized." — *Ex.*

### War Economy—For Workers

Nowadays there is a very necessary demand for economy in everything. A section of journalistic humbugs are very keen on the household variety, especially as it affects the workers. It does not strike those busybodies that practically every workingman's wife is an expert in the art of economy. Bitter years of grinding at the profiteers' millstone has taught these good women the true value of every coin. It is doubtful whether any scribe is able to add information useful enough to be acted upon by them. Were it not so tragic, this blatant demand for saving among wage-earners would be humorous, even comical. Take, for instance, an article on this subject, written by one who probably has never had to cut down his own expenditure, but who poses for an expert on such matters, and then turn to the society columns. There one may read of the fashionable wedding of Lord —, and of Mrs. So-and-So's highly priced poodles. Or, again, of the appointment of a certain gentleman to a highly remunerative post, which being of extremely ancient origin, did not require much work — and still less brains. One is sometimes moved to wish that they would confine their activities to occupations not requiring much brain power, such as the describing of weddings, expensive honeymoons, and other society news. When this begins to pall they might read and digest their own advertisements of costly articles which could very well be done without in war time and which the workers, no matter how much they practice economy, can never hope to possess! — *London, Eng., Railway Review*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### To Our Brother Engineers

PORTSMOUTH, O., March 1, 1916.

EDITOR JOURNAL: Now, Brothers, as we have started to make the wheels move for a shorter day, and make a uniform rate of twelve and one-half miles per hour, or 8 hours per day, with time and one half for overtime, let us put our shoulders to the wheel and push it, man to man, and stand up to our Chief and to our motto: "Justice to all." It is very plainly seen that the railroad bears are beginning to shed their coats and get ready to hug the captives to death if possible, because we are trying to get decent conditions and have a chance to get a few hours' rest and pleasure.

We all start our railroad life in our youth, and give the road all our prime; but as soon as we reach 40 to 45 years you can't see the rear end of a 100-car train on a dark night, or see a signal, according to their notion, and they do not want you any longer. So, Brothers, I say again, let us try for justice.

We handle the big trains, 75 to 100 cars, with the big engines, day by day, and make big money for the companies by working 15 or 16 hours nearly every trip.

Mr. Howard Elliott, chairman of the board of the N. Y., N. H. & H. Ry., in an address before the I. S. C. Commission, in Washington, said:

"If the railroad Brotherhoods demand higher rates of wages, rates must be made higher for the railroads, and conditions

will arise which will send the cost of living higher, the business of the country will be checked, and it will be as bad, if not worse for labor, than for capital."

He said that the employees were getting 12 per cent of the earnings now. That may be so, but we who handle the big monster engines feel that there ought to be more coming to us for the work we are doing. Give us trains that we can get over the road without doubling, that would cut off a lot of the delayed time, and away from a lot of 16-hour days. We believe the eight-hour movement is just, and I say push for it with a will. All in line and staying there will bring results.

MEMBER DIV. 819.

### The Workingmen and Sunday Labor

AKRON, O., Feb. 24, 1916.

EDITOR JOURNAL: There have appeared in the JOURNAL articles on nearly every phase of the workingmen's condition except that of Sunday labor, and I desire a little of your valuable space to discuss that subject.

The highest authority declares that the Sabbath was made for man; surely that does not mean that it was made for a few men, such as the learned men, merchant men, men in official position, professional men, or churchmen, but for all men, any and everywhere. If the Sabbath was made for man, then man must have need of the day. He must need it as a holy day, because He who said that it was made for man endorses the command to keep the day holy. The body needs the Sunday rest, the mind needs the Sunday refreshment, and the soul needs the Sunday devotion. It is a man's right to have that which his Creator made for him. If to serve corporations and an over-exacting public in order that corporations may gratify their greed, and the public may have a day of fun and frolic, a man must work on Sunday whether or not he desires to labor on that day, that man is in some sort a slave. He is robbed of a God-given right. If to earn food, shelter, and clothing for himself and family, a man must lose this gift intended for every class and condition among men, what is there left to him?

To be a first-class workman a man needs very much more than a body well fed and well protected. He needs all that, but he needs also greater things. Even a horse needs to be well fed and well protected. The fact that out of every 100 men who start as firemen only 17 become engineers, and out of every 100 men who do become engineers only six become passenger engineers, speaks for the benefit of all the opportunities which naturally belong to a man in order that he may be a whole man. If we are to have keen, cool, bright, wideawake men, with nerves of steel, who can think and act quickly, among the workingmen, there must be given to said workingmen the full enjoyment and advantage of this day called Sunday. That which makes a man valuable anywhere is his manhood. Whatever he needs to build up that manhood he should be permitted to use. The mind should be free to use the benefits which arise from such associations and studies that naturally belong to a Sunday. In a well-ordered home and community the day is one of quiet and restfulness, in which there is time for the reading of the best of books upon moral and religious subjects. And to such subjects a well-disposed man desires to give more or less attention. It is an essential part of his mental food. The associations of the day are also of the kind, in a good community, which conserve true manhood.

To be compelled from week to week to lose all these helps takes away from a man his self respect in a most hurtful degree. If there is no Sunday to a man he in time becomes of less worth to those who employ him, and so descends in the scale of mental, moral, and social worth as to become a detriment to society, a burden to himself, and a reflection upon the corporation which has profited by his toil. To destroy hope in the bosom of a man is to destroy the man. To take away the Sunday and all of its advantages from the workingmen is to destroy much of the hope they have for self improvement. It removes the prospect of such use of the day as is necessary for the proper training of the workingmen's families. All of this renders

the man of less value in his own eyes, and lessens his power to give valuable service to his employers. To secure the best of service from thinking men those who employ them must study to make these men contented and cheerful. Thoughtless men are of little worth in any occupation.

It is the right of the workmen to be religious if they so desire. And the Sunday is absolutely essential in the life of a religious man. All other things being equal, the religious workingman is the most useful to those who employ him. He has a religious concern about giving honest attention to his task. If he is actually Christian, he has a very keen sense of what is due to those who pay him for his time and ability. He also has a deep interest in all who are associated with him in labor, and exerts an influence for good over all his fellow employees, thus making the whole company of more worth to the employers. To compel such a man to work on Sunday, especially when it is apparent that the only need for his labor on that day is to gratify the passion for gain or questionable pleasure, is to wound the conscience of a good man, make him full of discontent, cause him to lose sympathy and respect for his employers, and render him of less worth to all concerned. He knows, as none other can know, the worth of the Sunday to his religious life, and cannot avoid chafing under what he sincerely believes to be an unjust treatment of himself and family.

Churches cannot exist without the Sunday, and when capital, by compelling labor to toil on Sunday, hinders the workingmen from the proper use of the church for himself and family, it opens the way for untold trouble, harm, and loss to both labor and capital. This seems so self-evident that everyone should strive most earnestly to secure to workingmen, in every place, the fullest possible benefit and enjoyment of their God-given right to have the Sunday free from the care and toil of labor. Such a recognition of the workingmen's right will bring gain rather than loss to the whole country. It will also remove a very great source of just complaint on



the part of a large number of noble and conscientious men, and elevate all classes of society.

Yours fraternally,  
M. M. MONTIS, Div. 741.

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### Eight-Hour Day

MAYWOOD, ILL., March 6, 1916.

EDITOR JOURNAL: I have read with great interest what the Chicago papers are saying about our eight-hour movement, and statements that we make more money than college professors, but are careful not to mention the number of hours we work. They illustrate by quoting the pay of a switch engineer at \$177 per month, but do not tell the public that the engineer works more than 400 hours in a month, twice as many as the professor, and anyone not familiar with the facts would naturally think we were highly paid. They make their high figures by assuming that the engineer works every calendar day in the year, or 12 months at the above rate of pay. They pick out the high month's earnings, and make it as deceptive as they can, while everyone who knows anything about it knows that the average is not much more than half the amount they quote. They make comparison with office clerks, but they are careful not to tell that the office clerk works but eight or nine hours a day, with a half holiday on Saturday, no Sunday work, no work on legal holidays, has two weeks' vacation with pay, and gets passes and other courtesies as easily as the engineer, and besides, has no particular responsibilities such as come to the engineer.

The engineer works twice as many hours every day, and while the clerk gets three warm meals a day the engineer is eating cold lunches, and if the engineer makes a misstep he is called up before the officer; and possibly suspended or discharged, and his earning power cut off entirely.

There is no fair comparison in the papers between an engineer, a professor, or a railroad clerk.

I am running a yard engine every night, and I must be ready to start work every night at 6 o'clock. And to do this, after getting my sleep during the day, I

must get up at 4:15 p. m., get dressed, have my supper, and my lunch packed, and get to the engine ready for work, then work from 6 p. m. until 7 o'clock a. m. and get home at 7:35 a. m., get my breakfast and see my children for an hour, when they must go to school and I go to bed for about seven hours' sleep out of the 24 hours.

Some switch engineers have to go to work at 5 o'clock p. m. and work until 7 a. m. and seldom see their children at all.

It would be a good subject for the newspapers to make these statements of fact, and let the public wonder how the professor and the office clerk would like these hours and conditions.

And it would be well for the newspapers to tell the public that it takes several years of hard, dangerous work, and a lot of study to pass the examinations required, before an engineer can get steady work, even on a switch engine, with the long hours and no time for anything but work and sleep. No church, no amusement, no lodge, and only half acquainted with your own family.

I would like to see a little truth in the papers about the eight-hour day and our average earnings. But whatever the newspapers say, or the Managers' Association, a little experience like my own will make anyone want a shorter day, and I hope there may be no compromising the demand for the eight-hour day.

MEMBER DIV. 683.

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### Attend Meetings

GOODLAND, KANS., March 7, 1916.

EDITOR JOURNAL: Advice is probably the cheapest article possible to obtain, and frequently is worth no more than it costs. However, we can make no mistake in heeding advice that will induce us to attend meetings, as many ideas resulting in good or ill to our organization originate at such gatherings, and the counsel of every Brother is needed. It frequently happens the most negligent in attending are the first to criticise action by the Division. Many Brothers complain that unnecessary time is consumed in doing business at our meetings, and

give this as an excuse for not attending. Probably a close observer will agree with them on the question of unnecessary time consumed, for unfortunately some Divisions are afflicted with one or two members who imagine themselves silver-tongued orators, and miss no chance to display their talent. Such men are usually tireless and tiresome talkers, and could win an oratorical contest only where the prize went to the one who talked longest and said the least.

While each member is entitled to an opportunity to discuss any question up for debate, we should give our hearers credit for ordinary intelligence, and not consume unnecessary time by straying from the subject or repeating. If on thinking it over we realize that it is our habit to monopolize the floor at all meetings it would be well for the good of the Order to desist. In an effort to gain a point in argument, Brothers have been known to willfully misconstrue the language of another. We find this mode frequently adopted in our Division rooms, and occasionally we notice the same tendency in JOURNAL articles. For instance: One might say in an article that if a carpenter was called on to make a journey he would have to pay car fare. Some other writer wishing to refute the article or a part of it, might misconstrue the language and try to make it appear that the carpenter referred to was being transported by his employer. Such tactics may pass for argument, but the thoughtful reader will probably notice a discrepancy. We need good attendance at our meetings. We need the Brotherhood and our committees of adjustment, and we are all aware that the treatment received from railroads would be far less favorable without them. But if each Brother would put forth an effort to make himself a valuable man for his employer we can reduce the expense of committee work. It is peculiar, but we do have members who seem satisfied with their performance if they can do just enough to keep from being called to the office and discharged, and who seem to think there is an advantage in finding fault, and exhort others to greater efforts along this line. Webster probably had

such a person in mind when he defined a pessimist as "One who complains of everything being for the worst."

Yours fraternally,  
J. L. BOYLE, Div. 422.

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### It's Fair to All

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DENISON, TEX., March 6, 1916.

EDITOR JOURNAL: Before us is the question of convention expenses, uppermost in many of our minds, and must be given serious consideration. We find that many of our members look upon representation reduction with suspicion; others seem to look upon a referendum plan with equal suspicion. I, for one, wish to state that the latter plan appeals to me as the most feasible one now before us. No doubt some will say "Socialistic." No matter what the plan is, if it can be made the means of saving a couple of hundred thousand dollars without reducing representation no matter from whence the idea originates, let's save the enormous expenses of the present convention plan, without curtailing the representation, by adopting the referendum. That will strengthen the Organization, for by it the heads of the Organization will be better able to determine the will of its membership.

By the operation of a system of referendum, all elections can be had, and all laws enacted, giving direct representation to every individual member, and from a general membership point it is the best, in my opinion. It would eliminate the oft-time claim of the railroads that many of the wage movements were the direct agitation of our Grand Officers, and not originating from the membership in general. Referendum would absolutely overcome this one contention.

From an election standpoint, no member should offer objections, as better confidence should be bestowed upon any officer of the Organization when he can realize his endorsement comes from the direct membership.

All questions, elections and laws should first be referred to the membership, then the convention could do nothing more than ratify the will as expressed in the referendum. We know of organizations with

as many delegates as our own which, previous to holding the convention, refer all matters to the membership; and all the convention does, is to ratify the results of the previously expressed will of its membership. To extend the period of holding conventions in this age of constantly changing conditions is detrimental. I say, put in effect the referendum, and modify the conventions as now held, and to this end I would suggest that the Grand Chief appoint a committee from the members, both opposing and endorsing it, and they together work out a plan of referendum and modified conventions. In my opinion it will save the Organization at least \$100,000 each convention; even if less, or one-tenth of this amount, it is a good proposition for the men who labor for their money.

We are not advocating "cutting out" the convention; but to lessen the time of its holding, making it only a matter of ratifying and carrying out the will of the members. Personally, I consider the matter of a convention entirely unnecessary. But a plan that will save money and not lessen representation is worthy of consideration of any organization. Discuss it in your Divisions and among your members, and elect a delegate who favors it. We are told "Money saved is money earned." This is not a step backward, but a question that is becoming more popular each day.

"A government of the people, by the people and for the people." This is only possible by a plan of referendum. And let us apply it to the Brotherhood of Locomotive Engineers.

CHAS. J. ADAMS,  
Div. 177, Denison, Tex.

### Transportation for Old Members

RICHMOND, IND., Feb. 10, 1916.

EDITOR JOURNAL: I have had it in mind for some time to ask what we are going to do with our old retired engineers. It is all right with those who have had their health and strength, and able to remain with their engines to the last day, thus insuring their pensions, but there are others, who, from disabilities, have fallen by the wayside and are not

on the pension list, old and decrepit and unable in many cases to help themselves. Those still enjoying good health and, retired, are too old to engage in other employment, and life gets irksome to them. If these old fellows were given transportation to go and come as they choose, they would get more pleasure out of life than they do now by sitting in the yard or on the porch, with an occasional visit to the roundhouse. Let them get out and enjoy the few remaining years of their life. I am sure the engineers at the different terminals would give any one of them who wears the badge of honor a hearty greeting and be glad to entertain him for a few days on his journey.

Some of these old members would be glad to visit friends whom they have not seen for many years, if they could only have the means to travel. The writer of this commenced his railroading in 1859, has been a member of the Order since the organization of the Brotherhood of the Footboard, was running an engine on the Wabash, on the same division (between Fort Wayne and Lafayette) that the first three F. G. E.s came from, namely: Orin Johnson, Dick Mudge and Tight Ingraham; and while it does not seem long ago to me as I look over the field I can find but a few who are now living that were there at that time. It makes me think of how I would like to see some of the old boys; and if any are living, I would use every effort in my power to at least have a look at them once more. This brings me back to my subject.

I know how utterly impossible it is to get transportation over a railroad now, but I do think if the Brotherhood would take the matter up with the Commission at Washington, that they would concede the justness and propriety of giving these old fellows transportation to and from where they would like to go. While it may seem like there are many to provide for, all would not care for the privilege, as some are too old and some too infirm and crippled to travel, but those who are in good health would enjoy an outing. After forty to fifty years pounding over the iron, giving the whole

of their lives to this one work and no longer able to continue, I think it the duty of the B. of L. E. to at least make an effort to secure those privileges accorded railroad men in active service.

The badge should be recognized by all railroad companies as entitling the holder to transportation over their respective lines.

I am aware that those receiving pensions can obtain transportation over their home lines, and, by application, can obtain same over foreign lines, but one has to go through too much formality and wait too long for results. I know of a case where the applicant was three weeks waiting for transportation to attend a funeral. Those who retired from infirmities have no claim on the railroad companies and must "buy a ticket" to enter the train.

I could give you more on this line but I am in doubt as to how you will judge me or whether you will consider the proposition and publish this that we may hear from others on the same subject.

Yours truly,

GEORGE B. DOUGAN, Div. 598.

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### Closed Doors

DOTHAN, ALA., March 9, 1916.

EDITOR JOURNAL: There are some very interesting letters from different Brothers in the JOURNAL, discussing the closed shop move, and I heartily endorse all that has been said by Bro. F. E. Wood and some member of Div. 370 along that line, and I trust that there will be still more discussions. I am in favor of a closed shop; let the law-making power of the four strongest labor organizations in the United States get together on this question, the B. of L. E., O. R. C., B. of L. F. & E., and B. of R. T. These four organizations enact laws and so fix their contracts that when a man working in the capacity of either organization, the conductor, engineer, fireman, brakeman or flagman, shall have the necessary amount of time before he can join either organization, as a matter of making him eligible to join, and then at the expiration of this time give him no-

tice, and if they do not become members within three months' grace close the door on him and, not only do this, but let it be understood that when the door is closed his seniority is annulled, and let his run or train be given to the oldest extra man who is a Brotherhood man, and let the time lock be set to open for his restoration to his former rights on the roster only under one condition, and that is to join the Brotherhood, help pay the orchestra, and enjoy the banquet; by this means we will have no more men expelled for nonpayment of dues, violation of obligation, or any other causes, and we will have a 100 per cent stronger Brotherhood; families will be protected by insurance that means a living account to them in days to come, and protection to many widows and orphans who might be left penniless.

Make it plain that the safest plan for a nonunion man is in the Division duly obligated, or out of the door without protection, and at the bottom of the extra list, with the door closed.

Yours fraternally,

R. C. WOODHAM, Div. 332.

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### Badge of Honor

BELLEVILLE, ONT., Feb. 7, 1916.

*To the Grand International Brotherhood of Locomotive Engineers, Cleveland, Ohio, Brother W. S. Stone, Grand Chief Engineer:*

DEAR BROTHER STONE: I wish to thank you for the great honor you bestowed on me by presenting me with the Badge of Honor of forty-three years of this Grand Brotherhood of Locomotive Engineers, which I received at our meeting on Sunday, February 6. I can assure you it brought back many recollections of the past; may you live long to guide the Brotherhood of Locomotive Engineers, as well as all of the other Grand Officers, are my best wishes.

I will send my photograph with a few remarks:

I was born in the city of Kingston, province of Ontario, Canada, but lived in Belleville, Ont., at the time I started to work. I started to work on the Grand



Bro. R. Brown, Div. 189

Trunk Railway in March, 1866, as call boy under Mr. S. Phipps, locomotive foreman; went firing for some time, burning wood at that time; after firing some time was made engineer in 1872.

I joined Division 118, Brotherhood of Locomotive Engineers, at Brockville, Ont., as there was no Division at Belleville at that time. This was June 29, 1873. Was made charter member of Belleville Division 189, B. of L. E., and am proud to say that I am still a member.

Fraternally yours,  
RICHARD BROWN, Div. 189.

### Bro. J. Lutz, Honorary Member G. I. D.

EASTON, PA., Dec. 13, 1915.

EDITOR JOURNAL: Having received an honorary badge at the celebration of the fiftieth anniversary of Div. 30, B. of L. E., of Phillipsburg, N. J., I have been requested to write a little history of my railroad career.

I was born in Easton, Pa., on the 7th day of August, 1850. I began work on the Central Railroad of New Jersey at the age of nine years, my first position being that of water boy for the gravel trainmen, and helped to build the last seventeen miles of the Central Railroad division in 1859. I carried water

for the gravel train two years and then was promoted to switchman and flagman of the same train. After serving in that position for two years, I was promoted to brakeman in coal and freight service, and after about three years as brakeman was promoted to conductor. After conducting for a short time I made application for the position of fireman, which was granted. Then after being fireman for four years and ten months I received the promotion to engineer, running freight and coal trains. That was March 13, 1872. One year later in 1873 I joined the Brotherhood, Div. 30. From 1872 until 1891 I was in freight service. In 1891 I was transferred to passenger service and continued in that capacity ever since.

I have been in active service for over fifty-six years, and am still working every day. I started to work April 1, 1859, and have never worked for any other company or Division except the Central Railroad of New Jersey. My entire life was devoted to railroading.

Before closing I wish to express my sincere thanks and appreciation for the honorary badge, of which I feel very proud.

Fraternally,  
JOSEPH LUTZ, Div. 30.



Bro. Joseph Lutz, Div. 30



Bro. W. A. Fruetel, C. E., Div. 190

**Bros. Fruetel and Fox, Div. 190**

HUNTINGTON, W. VA., Feb. 12, 1916.

**EDITOR JOURNAL:** We often see reports from Divisions from different parts of the country, but none from Huntington No. 190, located at Huntington, W. Va. Our city has more get-up and hustle and brighter prospects than any other city in the South, so Div. 190 has the same spirit instilled in it. They don't go forth sounding a trumpet in advance of them, but buckle down to work and get results.

Our members are employed by the Huntington division of the Chesapeake & Ohio Ry., have the best general superintendent on earth and a fine lot of officials under him.

Our Chief Engineer, Bro. W. A. Fruetel, has filled that position for fifteen consecutive years; has been delegate several times, president of the local board for Huntington Division, and member of General Board of Adjustment of the C. & O. Ry. He is a hustler at all times for the good of the Order and never too tired to attend to any business allotted to him. He has been running an engine for the C. & O. Company for 35 years, and is now running the much loved and celebrated C. & O. F. F. V. limited from Huntington to Hinton, W. Va. He is a live wire and in the right place.

Associated with him is another hustler for the Order, Bro. H. B. Fox, who is one year his junior in the service of the C. & O. Ry., and runs the same trains opposite him. He is Secretary-Treasurer and Secretary of Insurance for the Division. If a member owes the Division a dollar, or is back on his insurance, he had better go and hide himself or pay up, for if he does not he will not have any peace. Our Secretary is a booster for the Indemnity Insurance, and about 50 per cent of the active members have availed themselves of its protection.

One thing we are proud of is that we have 180 good stalwart men in good standing and not a suspended member on the list, not financially embarrassed, and have a snug bank account to our credit. We have beside us a lot of young men coming on who are members of the B. of L. F. & E., who are expected to fill our ranks soon.

We are proud of these boys. They are intelligent, loyal, and workers for the good and elevation of the two Orders.

Brothers, if you come this way, stop and see us.

Fraternally yours,

MEMBER DIV. 190.



Bro. H. B. Fox, S.-T. and I., Div. 190

**Bro. J. J. Thomas, Honorary Member**

SELMA, ALA., March 7, 1916.

EDITOR JOURNAL: In an interview by me, the writer, Bro. J. J. Thomas, Div. 223, Selma, Ala., said:

"I desire to express my thanks to the Grand Officers and the members of the G. I. D. for my honorary badge. I wish to thank Div. 223 for the interest they have taken in the matter of my securing this very high honor.



Bro. J. J. Thomas, Div. 223

"I commenced my railroad career in March, 1857, at the age of 18. From there I went to Huntsville, Ala., in March, 1860, and secured a position as hostler and switch engineer on the Memphis & Charlton R. R. The following October I was married to Miss Fannie Claybrook. I came to Selma, Ala., in March, 1864, and joined Div. 26 in February, 1871. I was retired from service by the Southern Railway in October, 1910.

"We celebrated our golden wedding on October 16, 1910. The members of Div. 223 honored me with office of Chief, chairman of the local committee and delegate to the

G. I. D. for a number of years, and are still showing their confidence in me by excusing me from all dues and assessments.

"I published a book, 'Fifty Years on the Rail,' giving a history of my life. Any Brother wishing a copy can secure it by sending one dollar to the S.-T., Div. 223."

Brother Thomas was in passenger service for forty-three years, and never had a passenger hurt.

Hoping he will be with us for many years to come, I am,

Yours fraternally,  
J. S. O'GWYNN, S.-T. Div. 223.

**Bro. Calvin C. Miller, Div. 74, Retired**

HARRISBURG, PA., March 5, 1916.

EDITOR JOURNAL: Brother Calvin C. Miller, one of the oldest and best known passenger enginemen on the Middle Division, was retired from active service November 1, 1915.

For forty-two years the Pennsylvania Railroad Company has found this employee's record faultless.

Bro. Miller is the third oldest engineer on the Division, both in age and length of service. He was the first engineer to take out the Pennsylvania Special, the 18-hour Chicago train, when it was placed on the road, and hauled that famous train for a long time. He has a splendid record with the Company, having been an engineman for thirty-four years, and as a special distinction on his 65th birthday, and marking his retirement, he received special commendation for having made a perfect run with his engine for the past eight months in succession, an unusual feat.

"Cal" Miller, as he is familiarly known, has an acquaintanceship that reaches from coast to coast. Friends refer to him as "the engineer with a smile that never wears off."

He was born at Cassville, Huntingdon County, on October 28, 1850. He entered the service as a brakeman on the Middle Division on August 1, 1872, was made a fireman on January 1, 1873, and became a freight engineman on September 1, 1881. On January 18, 1899, he was promoted to



Bro. Calvin C. Miller, Div. 74

passenger engineer and has held that position ever since, running on the best through trains between Harrisburg and Altoona.

Brother Miller is a member of the Brotherhood of Locomotive Engineers and has attended many conventions for the past thirty years. He is also a Mason and a member of the Knights of Pythias.

The accompanying photograph was taken on his last run. Fraternalty yours,  
AN OLD FRIEND.

### Bro. P. Mottershead, 62 Years in Service

MASON CITY, IA., Feb. 10, 1916.

**EDITOR JOURNAL:** In complying with a request, I will give a brief sketch of my railroad experience:

I was born at Burnage, near Manchester, England, January 6, 1835. When I was 18 years of age I had an ambition for railroad service, and made an application to the London & North Western Railroad at Longsight, near Manchester, under Mr. Ransbottom, superintendent. There being so many applications in ahead of mine, I decided to go to Shrewsbury, Shropshire, where I got employment on the Shrewsbury & Chester line in the engine house, September 15, 1853,

under Mr. Joseph Armstrong, superintendent. In December, 1854, I was promoted to fireman, and at that time the Great Western Railroad Company was extending its line from Birmingham to Wolverhampton. When completed, the Great Western Railroad Company consolidated with the Shrewsbury & Chester lines, giving the Great Western a through route from Paddington, London, to Birkenhead, just across the river Mersey, from Liverpool, the distance being 229 miles.

In the fall of 1855 I joined the Footboard, the Engine Drivers' and Firemen's Society. On April 17, 1857, was promoted to engine driver and served in that capacity in freight service on the Northern and Southern, running north from Wolverhampton to Chester and Birkenhead, and running south from Wolverhampton to Basingstoke and Paddington, London. Was on time freight for five years steady, making a daily run of 141½ miles six days a week, and had to wash out the boiler once a week, and got an extra half-day's pay for it. On June 6, 1865, was promoted to passenger service, running on the Northern division between Wolverhampton, Chester and Birkenhead, and Chester to Manchester, over



Bro. Peter Mottershead, Div. 117



joint line. In October, 1865, was transferred to the Southern division to run between Wolverhampton and Birmingham to Oxford and Paddington, London, both on the standard gauge and also broad gauge, which was two feet wider than the standard gauge.

In February, 1873, I severed my connection with the Great Western Railroad Company in England and took my withdrawal card from the Footboard of the Engine Drivers' and Firemen's Society and left in good standing, having better prospects in view on the Great Western Railroad in Hamilton, Canada. I embarked on the 20th of February from Liverpool and arrived at Hamilton, Canada, on the 7th of March, 1873, and got employment on the Great Western Railroad of Canada on the 10th of March under Mr. W. Robinson, mechanical superintendent, and remained in service and ran all over the Great Western system until October, 1880, when I decided to quit and go over into the United States, where I got employment on the C. & W. M. and stayed there 16 months. Being informed that the C., M. & St. Paul Road was in need of engineers, I left the C. & W. M. and went to Milwaukee and hired out with Mr. J. O. Pattie, April 3, 1882, who was officiating general master mechanic in the absence of Mr. J. M. Lowey, who had gone to Europe, and I was sent to Mason City, Ia., and have been running on the I. & D. division in freight and passenger service for 33 years and eight months.

I was retired by the C., M. & St. Paul on December 3, 1915. I was 81 years of age January 6, 1916. Have been in railroad service 62 years, and as a locomotive engineer a period of 58 years and seven months.

Joined the B. of L. E., Div. 133, Hamilton, Canada, July or August, 1875; the present C. E. could not find my record. Was transferred from Div. 133 in July, 1882, into Div. 117, Mason City, Ia., and have been in the B. of L. E. Insurance Association over 30 years and am still in favorable health.

Yours fraternally,

PETER MOTTERSHEAD, Div. 117.

## Bro. Oswell Dillon, Div. 605, Pensioned

ESTHERVILLE, IOWA, Feb. 29, 1916.

EDITOR JOURNAL: Enclosed please find photo of Bro. Oswell Dillon, who was placed on the pension roll of pensioned employees of the Rock Island System, October 1, 1915, as a result of physical disability following a stroke of paralysis which came to him while in active discharge of his duties as a passenger engineer on the Dakota Division.

Brother Dillon became a member of Division 159 at Cedar Rapids, Iowa, in the year 1886, and retained his membership there until April 26, 1903, when he transferred to Div. 605, where he is still a member. His retirement came after forty-one years of service in different departments.

Born April 29, 1852, near Fairfield, in Jefferson county, and moving later with his parents to Hardin county, his boyhood days were spent on a farm near Iowa Falls, Iowa. In the summer of 1875 he began his career as a railroader, starting as a news agent on the Illinois Central, running between Dubuque and Sioux City.

In the winter of 1876 he entered the B. and B. department of the same road and worked as a bridge carpenter until the spring of 1878, when he entered the employ of the old Dubuque and Dakota, now a part of the Great Western. January 10, 1881, he started in the train service on the B., C. R. & N., and worked as a brakeman out of Cedar Rapids until September 27 of the same year, when he transferred to the engine service, and December 15, 1884, he was set up as an engineer. When, in July, 1902, the Rock Island took over the B., C. R. & N., Bro. Dillon retained his rights and with the exception of occasional brief periods, worked continuously until September 9, 1915. On this date, while at the throttle of engine 1130, pulling train 435, he was stricken with paralysis. After being brought to Estherville and placed in the hands of physicians and nurses he hovered between life and death for several weeks, finally recovering so far as to permit his again being about in apparent normal health, in possession of all his faculties



Bro. Oswell Dillon, Div. 605

and capable of enjoying the pleasures of life.

Fearing, however, that to again resume active service might bring on a second and perhaps more serious attack of the paralysis, Brother Dillon decided to retire and spend the remaining days of his life in enjoyment of the fruits of his long service and the happy reflections consequent on a well-spent life.

A quiet, peaceable citizen, conscientious and of ultra-conservative disposition, details of his life and incidents such as are experienced by every man who devotes his life to the driving of the "iron horse" are little known by his friends. As might be expected, however, of one who has been connected with the vast army of railroad men from the early days of light power, small equipment, crude and inefficient mechanism, and who has personally passed through and experienced all the changes incidental to the arrival of the modern-day equipment, Brother Dillon has had his share of the trials and tribulations, wrecks and narrow escapes from death while pulling trains or fighting snow in this Northwest country, or in performance of other duties which fell his lot.

Now that his active career is finished and his name has been placed on the honor

roll of retired employees, he feels profoundly grateful to the management of the Rock Island for the recognition and expression of appreciation for the loyal service which is conveyed by the voluntary retainment of his name upon the rolls and records of the company.

Brother Dillon is also a member of the B. of L. E. Pension Association, has always been a regular attendant at Division meetings and taken an active part.

The members of Div. 605 join in wishing Brother Dillon many years to enjoy his well-earned retirement.

Yours fraternally,  
MEMBER DIV. 605.

Bro. C. K. Taliaferro, Div. 595

SPRINGFIELD, Mo., March 3, 1916.

EDITOR JOURNAL: The subject of this sketch has been in railroad service 43 years. In 1902 he took a transfer from Knoxville, Tenn., Div. 239, to become a charter member of Div. 595, organized at Cape Girardeau, Mo., in which Division he has served faithfully and with distinction as F. A. E. and Insurance Secretary, Chief Engineer, and chairman of the G. C. of A., and delegate to the Los Angeles Convention in 1884. He has been in the service of the Frisco system 14 years and is at present in passenger service. He has been in rail-



Bro. C. K. Taliaferro and wife, Div. 595

road service 43 years. Mrs. Taliaferro is a splendid assistant to our Brother and has considerable literary ability, and shows that her heart is in the right place in "A Joy Ride," page 558, June, 1915.

May there be many years yet for these two workers to foster the interests of the Brotherhood. A FRIEND.

### Bro. J. A. Ferguson, Div. 671

HARVEY, N. D., Feb. 7, 1915.

EDITOR JOURNAL: I wish to thank the G. I. D. and the members of Div.



Bro. J. A. Ferguson, Div. 671

671, Enderlin, N. D., for the honorary badge, and complying with the usual custom am appending herewith a short review of my career in the service:

I was born in Ottawa, Canada, in 1850. In 1851, with my parents, I removed to Portage, Wis., where I received my education.

I began my railroading on the Milwaukee, La Crosse & St. Paul in 1866. In 1868 I received my first regular run firing, Chas. Harger being my engineer. I was promoted to the right side in 1871. Left the Milwaukee road in 1890 and went to work on the Milwaukee & Northern. In 1892 I left that road and came to

the Soo Line, where I have been ever since.

I joined Div. 66 in 1875 and served on the Board of Adjustment at the time we abolished the classification of wages, and in Chicago during the Q strike. I then transferred to organize Div. 13, at La Crosse, then transferred back to Div. 66. I next transferred to Div. 494, where I served as C. E., also as General Chairman of the Consolidated Board when we made the first working agreement between the engineers, firemen and the company. Then I transferred to organize Div. 671, in Enderlin, and acted as their local chairman. Was delegate to conventions at St. Paul, Milwaukee, Memphis, Harrisburg and Cleveland.

Above is briefly the story of my portion of the roster of individual railway activities, and I am still in the harness boiling alkali water and bucking the blizzards for the Soo on the North Dakota prairies.

Respectfully,

JOHN A. FERGUSON, Member Div. 671.

### Bro. Jas. Milham

WASHINGTON, N. J., Dec. 26, 1915.

*To the Officers and Members of Div. 30, B. of L. E.:*

At your request I herewith enclose a little sketch of my life and railroad career. I was born in Warren Co., N. J., on Sept. 28, 1842. At the age of 21 I enlisted in the Civil War, serving until the close. In 1868 I concluded to take up railroading, hiring as a brakeman on the M. & E. division of the D. L. & W. out of Phillipsburg, N. J., with Conductor Edgar Parks, on what was known then as the ore train. In 1870 I took a position as fireman, and on Nov. 13, 1871, I was promoted to engineer, and was in continuous service until Oct. 1, 1912, when at the age of 70 I was retired on a pension by the company, with a record of 44 years on one division, and a record of 42 years as a member of Div. 30, B. of L. E., having become a member in 1873.

I am pleased to say that I am enjoying fairly good health and believe in getting the best out of life one can. I highly appreciate the honor bestowed upon me



Bro. Jas. Milham, Div. 30

as an honorary member of the G. I. D., and am very proud of the badge in token of the same; therefore I wish to thank the officers and members of the G. I. D. and Div. 30, B. of L. E., for having made me a member.

With best of wishes for the future welfare of the B. of L. E.,

Fraternally yours,  
JAS. MILHAM.

Bro. Isaac Barlow, Div. 658

HAVELOCK, ONT., Feb. 29, 1916.

**EDITOR JOURNAL:** Having been asked repeatedly to write out a sketch of my life for the JOURNAL, I have decided to do so. I was born of English parents in Belleville, County of Hastings, Province of Ontario, December 18, 1850.

I lived with my parents on a farm in Thurlow until I was 17. I then went to learn brickmaking. In 1867 I joined the Canadian Militia, Fifteenth Battalion, Argyle's Light Infantry, and was acting lieutenant when retired.

In 1876 I married, and we have a family of eight—five boys and three girls; one girl passed on at the age of 17; my wife is still living.

I started working on the Grand Trunk Railway in Belleville shops in 1879 as fire cleaner, at 90 cents per day; was promoted in the year following to boss wiper and spare firing.

After two years at this job I went firing on the Grand Junction, between Belleville and Peterboro; this road is now part of the Grand Trunk Railway system. In those days both wood and coal were used; we made \$1.25 per day with no overtime. The class of engines used were the Birkenhead and Rhode Island.

After six months on Grand Junction I returned to the G. T. R. to work on a switch gang (or better known as flying gang), and worked there until June, 1885.

I then came to Havelock and started firing on the C. P. R. I joined the Firemen at the time of the C., B. & Q. strike; was promoted to the right side in 1890, and joined Div. 381 in Smith's Falls in 1893, afterwards becoming a charter member of Div. 658, at Havelock.

I ran all kinds of road service, passenger, work trains and freight, and have had some pretty close calls. In 1903 I began working on yard engine and have been working in yard service ever since.



Bro. I. Barlow, Div. 658

In May, 1915, I was a delegate for Div. 658 to the Cleveland, O., Convention, and at the present time I am Chief of the Division. I am a member of the Anglican Church, and have held office as warden and sidesman.

I have served on Havelock Board of Education for the last 12 years, being chairman of same for four years.

At the age of 65, and after 30 years and 6 months' service I was retired on pension by the C. P. R., January 1, 1916. Although retired I still feel quite young, as my mother is still living at the age of 90 and my mother-in-law at 94.

Before closing I would like to advise the Brothers to all join the Pension Association. With best wishes for the B. of L. E., I remain yours truly,

ISAAC BARLOW.

### Bro. Thomas Clyde, Div. 98

LINCOLN, NEBR., Feb. 22, 1916.

EDITOR JOURNAL: On February 22, 1842, a babe was born on a farm near Montreal, Can., that was given the name of Thomas Clyde. The present day appearance of Thomas Clyde, 74 years later, is shown in the accompanying picture, which, with a brief history of his life, is given to the readers of the JOURNAL because of his 40 years' membership in the B. of L. E., and his having recently been placed on the list of honorary membership of the Grand International Division.

The boyhood days of Brother Clyde were spent on the home farm where he was born. At the age of 17 he conceived the idea that he wanted to be a blacksmith, and he accordingly hired out as an apprentice in that trade. Two years later he entered the Canada Marine Shops at Montreal, as a machinist's apprentice, and worked as such for two years, when at the age of 21 years he came to the United States in 1863 and enlisted in the army as a machinist. He was sent to Nashville, Tenn., but was discharged because of sickness after only a short service.

In 1864 he enlisted again, and was this time sent to Little Rock, Ark., and was put to work for the M. & L. R. Railroad, a small road 50 miles long, running to a point on the White river. He worked there about a month or two as machinist

when he was put on the road running an engine because of the shortage of engineers; this was his first experience as an engineer.

His experience as an engineer proved a trying one, for at that time bullets frequently whizzed through the air, and the locomotive was always looked upon as a good target. After running on the road about five months with success, extra engineers were supplied and he was put back in the shop to finish his enlistment.

In the spring of 1865 he came north and went to work in a jobbing machine shop



Bro. Thos. Clyde, Div. 98

at Keokuk, Ia. He worked there about six months and then went to work for the Keokuk & Fort Madison Railroad—a road 24 miles long on the west side of the Mississippi river, between Keokuk and Fort Madison. He worked on this little road as extra engineer and shop work until the C., B. & Q. took control and discontinued the shop at Keokuk. He then entered the service of the Keokuk & Des Moines Valley Railroad, now a part of the Rock Island system, acting as gang boss in the back shop.

After being with this road for about a year he went to Buda, Ill., on a branch of the C., B. & Q., acting as foreman and

extra engineer for about three years, when the shop work was transferred to Galesburg, Ill., and he was given two pits in the back shop there as gang boss. After remaining in Galesburg about a year he was offered a foremanship on the Atchison & Nebraska Railroad, now a part of the C., B. & Q. system.

He arrived at Atchison, Kans., on July 1, 1874, and remained in the shop as foreman for nearly three years, when he asked for a run on the road because of a reduction of pay as foreman. He was given an engine on the road as requested and continued as engineer in road service for more than a year, when he left the Atchison & Nebraska to go to work on a short narrow gauge road that was building out of Waukon, Ia., to a point 23 miles distant on the Chicago, Milwaukee & St. Paul, north of McGregor. He supervised the unloading of the narrow gauge engines from flat cars and went to running on construction. The road was later sold out to the C., M. & St. P., and he came under the jurisdiction of the master mechanic at Dubuque, Ia., with whom he later had a slight misunderstanding and he quit and went to California.

In California he secured employment on the Southern Pacific Railroad and was sent to Tucson, Ariz., to run out of that place. When the Southern Pacific made connection at Deming, N. M., with the Atchison, Topeka & Santa Fe, he was given one of the Atlantic & Pacific express runs with an eight-wheel McQueen engine, running 220 miles each day with seven cars. Being offered a position as master mechanic on the Rio Grande division of the A., T. & S. F. at San Marcial, he accepted the same but remained only a short time, as he did not like it there, and he went back to the Southern Pacific under the same master mechanic, a Mr. Kilburn.

He remained there until the fall of 1882, when he went back to Dubuque, Ia., and went to work for the C., M. & St. P. again. While he was offered the same run he had left some years before, he chose to take the extra list between Dubuque and La Crosse, and the following year was sent to Estherville, Ia., taking

a run to Okoboji Lakes, 120 miles each day. Later he was sent to Sanborn, Ia., to run between there and Mitchell, S. Dak.; and finally was appointed as foreman of the shops at the latter place.

In 1889 he quit and went to work for the Missouri Pacific Railroad as round-house foreman at Lincoln, Nebr., holding that position for about 20 years, when he was oslerized. He then started in the grocery business in Lincoln, but finding the same unprofitable he opened up a little machine shop at Bethany, a suburb of Lincoln, where, because of his advanced age of more than three-score-and-ten, his labors in behalf of himself and wife are decidedly limited.

Brother Clyde was initiated into the B. of L. E. in 1874, at Atchison, Kans., by Div. 164. He was later transferred to Div. 28 at Tucson, Ariz., and from that Division to Div. 119, at Dubuque, Ia. He was transferred by Div. 119 to Div. 98, 24 years ago, and has held his membership here ever since, serving as Chief for several terms, and now in his advanced age has been honored for his loyalty and years of devotion to the Brotherhood by being recently placed upon the honorary roll of the Grand International Division of the Brotherhood of Locomotive Engineers.

H. WIGGENJOST, Div. 98.

### Railroad Men's Home

HIGHLAND PARK, ILL., March 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month of February, 1916:

#### SUMMARY.

Grand Division, B. of L. E.	\$2036 98
Grand Division, O. R. C.	55 00
Grand Lodge B. of L. F. & E.	40 00
B. of R. T. Lodges	40 00
O. R. C. Divisions	22 00
L. S. to B. of L. F. & E. Lodges	2 00
Refund from the city of Highland Park	22 58
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
From a member of Div. 249, B. of L. E.	1 00

MISCELLANEOUS. \$2222 56

Barrel of fruit from Div. 12, G. I. A. to B. of L. E., Chillicothe, O.

Quilt from Div. 196, G. I. A. to B. of L. E., Chadron, Nebr.

Quilt from Div. 247, G. I. A. to B. of L. E., Grand Forks, N. Dak.

Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas.  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### The Spring Has Come

Awake! Awake! for the Spring has come,

Lift up your voice in joy,

Raise loud your song, for life is young,

And the birds with the blossoms toy.

The streamlets run as if mad with fun,

Through meadows, oh so green,

All nature's gay the livelong day!

At the thought of a Summer's Queen!

Where are the winds, the frosts, the snow,

The Winter, oh, so drear?

They are gone for a time, to another clime,

To let young Spring us cheer!

Awake! Awake! for the Spring has come,

Lift up your voice in joy,

Raise loud your song, for life is young,

And the birds with the blossoms toy.

T. P. MURPHY.

### From a Sister in India

Leaving Vancouver, B. C., on August 8, at eight o'clock in the morning, we arrived at Victoria, B. C., at six o'clock in

the evening. Before going farther, I would advise anyone contemplating this trip to take plenty of warm clothing, as this particular route goes directly north and it is very cold. You will realize how far north when I tell you we passed the Aleutian Islands off the coast of Alaska. The weather was not exactly rough, but it kept me in my cabin most of the way across the Pacific. I was very seasick at times.

As we neared Yokohama, our first port, the change in the weather was very noticeable. All of the officers and passengers were getting out their white clothes. Even though the heat was intense, it was a treat after the cold weather.

We arrived in Yokohama about five o'clock on the morning of the 25th. Here we were aroused to attend doctor's inspection and show our passports. This was the custom at every port we entered.

After breakfast, a party of us went ashore, and it did seem good to be on land once again. First of all we hired rickshaws and rode around through the streets. A rickshaw is a small, two-wheeled carriage large enough for one person only, and pulled by a coolie, and they can run some. That is the most popular mode of travel among the natives and tourists. Scarcely any horses are seen in these cities. We climbed a high hill to see Buddha—that is the god most Orientals worship. After seeing Buddha we stopped at a Japanese tea house and had tea and little cakes. One can sit on the floor and have tea Japanese fashion if one wishes, but they also have tables for tourists, which are much more comfortable.

We went back to the boat for tiffin, that is what they call lunch, and after resting an hour, a party of us hired a big Studebaker car and drove about 30 miles to a seaside resort called Kamakura. It was a most delightful drive through the rice fields and lotus flower beds. The roads were excellent, fully as good, if not better, than some of our roads in the United States. At this place there is a fine hotel with beautiful grounds, a sight well worth seeing. We returned to the ship about 8:30, tired out and ready to continue our trip.

We left Yokohama next morning, pass-

ing through the Kii Channel into the Inland Sea, arriving at Kobe, Japan, August 27. Between these two ports we experienced a typhoon. One who never was in a typhoon can scarcely realize what it is—one minute you think you are safe and the next that the ship is turning over. The rolling and tossing of the ship was fierce. Nearly everyone on board was seasick that night. I was so bad that the stewardess had to put me to bed.

The next morning the sea had calmed down, and, on arriving at Kobe, we were having fine weather again. Here we again hired rickshaws and rode around the city. The streets are very narrow, no sidewalks, and houses and shops built right on to the road. Such funny little shops, filled with curios to tempt the eye of the tourist. At these places we had a great time with our American money, getting on to the values, etc.; but finally after getting taken in a couple of times we learned that our money would go twice as far here as in the United States. The poor class in these places wear very little clothing and one can see many naked little children playing in the streets. Japan seems to be full of babies.

In the evening we went to see the famous Waterfall. We climbed many stone steps and passed many quaint shops and bazaars before reaching the top. Back of the falls, on the hillside, scattered among the trees, were thousands of small colored electric lights, making a veritable fairyland of the place.

At Moji, August 28, we took coal. It is a wonderful sight to see the natives coaling the ship. We were anchored in the harbor and great coal barges surrounded us. Men, women and children filled small baskets, which were passed from coolie to coolie, who stood in a line to receive them until they reached the coal pit, the baskets being thrown out to be refilled again. Many of the women had tiny babies strapped on their backs. They worked regardless of the babies, who seemed quite contented. It is amazing how quickly and cleverly they do this work.

We did not go ashore at Moji, but took a launch to Shimonoseki, a little village

directly across from Moji. This was a dirty little village and nothing of interest to see.

Leaving Moji, we passed through the Korea Straits and entered the Yellow Sea. The Yellow Sea derives its name from the color of the water, which is a bright yellow. The famous Yangtse-Kiang River empties into this sea. Arriving in Shanghai the 31st we went ashore in a launch. I stayed over night at the Kalee Hotel, thinking to get a good night's rest in a real bed, but I missed the rolling and tossing of the ship and did not sleep. We hired a carriage and drove along the Bubbling Well Road for miles. Shanghai is a very beautiful place, with fine buildings, etc., but I really do believe it is the noisiest place I was ever in. The streets are filled with chattering Chinese which, with the clatter of their wooden sandals one can scarcely carry on a conversation with one's friends. In the harbor here we saw all kinds of ships, sampans and river boats being loaded and unloaded by hundreds of coolies with scarcely any clothing on.

Continuing our journey through the Yellow Sea we entered the Eastern Sea, and going through the Fo Kien Straits we reached Hong-Kong September 5. Here we left the "Monteagle" to make her return trip to Vancouver. The streets were much the same as in Shanghai—filled with chattering Chinese. We went on a tram-car up 1,800 feet to the celebrated peak; there is a cement walk and railing around this peak and one gets an excellent view of the city, harbor and surrounding country. I also went through several of their large department stores. They are much the same as at home.

In China, as in all Eastern countries, a native can get a meal at any time. There are hundreds of small eating places along the streets where for a few cents one can get soup, rice, fish and numerous other native dishes. All one needs is a table or box, a few bowls and cups, chopsticks and a little fire, and you have your restaurant ready for business. One night my cousin and I went to a picture show; going back to our hotel about 11:30 we saw a great number of natives sleeping in the streets with a mat for a bed and a brick for a



pillow. There are a great many poor here who work for a few cents a day and have no home except the streets.

Leaving here September 9 on the "Atsuta Marie" we reached Singapore September 13. They say 13 is unlucky, and I believe it, for we were tied up here for ten days. You can imagine we were pretty well tired of the place.

On entering the harbor a great number of Malay divers came to the side of the ship; the passengers threw coins into the water and it was great fun to see six or seven dive for the same coin, the victorious one coming up with the coin in his mouth and then holding it up for the passengers to see.

It is very hot in Singapore; it is just five points from the equator, so you may know we felt the heat considerably. Nevertheless, we took motor rides, rickshaw rides and saw all the sights. One day we motored over the island through miles and miles of rubber plantations and coconut groves; the roads here are excellent, and our Malay driver was very clever in manipulating the machine. We saw more motorcars here than at any of the other cities. The buildings here are very fine, but it was so warm we did not feel like doing much sightseeing.

Finally, we sailed on the "Golconda" for Rangoon, through the Straits of Malacca to Penang, where we tied up for 24 hours to load coconuts. Here we went ashore in a sampan, a small native boat paddled by a native. Again we motored through the city along the seashore, and through small villages and coconut groves. After having tea at the hotel we returned to the ship. Next morning we were on the Indian Ocean, reaching Rangoon October 1, about 10:30. We took a carriage direct to the Royal Hotel and began making arrangements to go up country that night.

In Rangoon we had a car, and drove to the Royal Lakes and to the famous Sheve Dagon and Sule Pagodas. The great Sheve Dagon Pagoda is the finest and oldest in the country; it is 200 feet high, 980 feet long and 650 feet broad. At the foot of the ascent are two huge leogryphs made of brick and covered with plaster. The roof is of carved teak supported by huge pillars of stone and wood. The

whole length of the ascent of both sides is occupied by beggars. There are also a number of trays containing flowers, gold leaf, candles and other offerings, sold by pretty Burmese girls. There are many beautiful public buildings here, also a great many bazaars.

We were at last ready to leave Rangoon, and at 9 o'clock went aboard a funny little train with sleeper where we furnished our own bed clothing; the train had a good many day coaches filled with natives who chattered nearly all night.

We arrived at Prome at 6:30 next morning, where we went aboard an Irawaddy River boat bound for Mimbire, my future home, which place we reached Sunday morning, October 3. The trip up the Irawaddy was most delightful, beautiful scenery and magnificent sunsets, all blue, red, purple and gold among great white and black clouds.

My home is on the Irawaddy River, a three days' boat trip from Mandalay. Before returning to the United States we intend taking a trip there to see the wonderful sights so vividly described in Kipling's "On the Road to Mandalay."

I like it very much out here, but when I left Saginaw it seemed like a big undertaking to go so far from home; but one meets so many nice people and sees so many wonderful things that time goes quickly, and you get used to it.

If this is a bit interesting to my friends and fellow lodge members I will write again about the country and people out here.

Yours in F. L. & P.,

EDITH GILLIES, Unity Div. 13.

Mimbire, Burma, India, care B. O. Co.

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### Twenty-fifth Anniversary

Marvin Hughitt Div. 74, Boone, Ia., celebrated their 25th anniversary February 12, 1916, with their annual dinner in the Moose Hall. Our anniversary occurs on February 10, but we were unable to get a hall on that date, so we held it on the 12th.

There were about 100 in attendance, including husbands and families. A two-course dinner was served at 6:30 p. m.

The dining-room was decorated with red hearts and green foliage. Red and

white hearts with the inscription "1891-1916" on them served as place cards on the table.

The lodge room was decorated with green ribbons and white hearts. Across the center of the room in silver letters was the inscription "1891-1916" interwoven with green ribbons and white hearts.

After the dinner a program was given. The first number on the program was the penny drill, only we called it a silver drill. A neat little sum was taken in. Following this a paper was read by Sister C. L. Black, of Chicago, one of our charter members, also organizer of this Division, as well as the one at Clinton, Ia. She gave us a brief but interesting history of our Division.

Several piano solos, vocal solos, violin duets, readings and recitations by the smaller folks were then given. The last number on the program was a one-act play entitled "Shattered Nerves," given by Sister C. E. Sargeant as a physician, and Sister Perry Starks as a consulting patient, which furnished quite a little laughter. Dancing then brought our evening to a close.

MRS. LOU SHULL, Cor. Sec.

### Twentieth Anniversary

Division 73, Utica, N. Y., celebrated its 20th anniversary the latter part of the year just past in an appropriate manner.

Invitations were sent to members and wives of Div. 14, and to officials of different railroads. Music, both vocal and instrumental, was furnished by members and relatives, and cards and dancing were enjoyed. Mrs. Dolan and Sister Mahar, who pleased their audience 20 years ago, were two of the singers upon this occasion.

A short address was given by the President, Sister Decker. The birthday cake, decorated by a real track, upon which was an engine, in the cab of which was a diminutive engineer, deserves special mention, as it was a work of art.

At a following meeting, Sister Jones, who had served for several years as Secretary, resigned because of leaving the city, and was lovingly remembered by the other members. Sister Jones organ-

ized this Division and has continually held office. We regret her departure, as she has been one of our most faithful members. Our good wishes go with her.

A. O. H.

### Union Meeting at Scranton, Pa.

The sixth union circuit meeting, held with Div. 82, on February 16, was a very instructive and interesting one. Sister Perigo, President of Div. 82, presided, and Sister Riley, Grand Organizer, was referee. Six Divisions were represented, with nearly 100 in attendance.

Morning session opened at 10:30. After a short session we adjourned to the Lutheran Church, where a cordial welcome and a good dinner awaited us. At the afternoon session all of the ritualistic work was put on by Div. 82 in a very creditable manner.

Sister Riley gave some excellent advice and helpful information, and was presented with a nice check for her kindness. This was to express the love and esteem of Div. 82. The Presidents of visiting Divisions were called upon and made some very interesting remarks.

All present declared the day one full of pleasure, and now our Division in Scranton is looking forward to the celebration of our 25th anniversary on March 25th when we expect to serve a banquet.

SEC. DIV. 82.

### True Friends

Where are the true friends.

The ones that are dear.

The friends that are loyal  
From year to year?

The friends that are fair,

And the ones that are true,

They shine like gems

For the good they do.

Real friends are so far.

And how few we find;

They seem as scarce

As the falling star.

It is said that true friends

Are like diamonds, precious, but rare,

False friends are like autumn leaves,

Found everywhere.

Tell us then, where will we find

Those diamonds so rare,

Is it on earth,

Or up in the air?

So now if we find  
 One of those friends so few,  
 Let us just keep them,  
 And not trade them for new.  
 And today let them know,  
 That our heart  
 Is not ice,  
 Or buried in snow.

MRS. FRANK HALL.

### Anniversary Surprise

At the regular meeting of Div. 52, on February 15, at Columbus, Ohio, a surprise was perpetrated on the President, which for originality could not well be surpassed. At the beginning of the year it was decided to begin in the month of February and have a half-hour program at the last meeting in each month. The object was for the purpose of creating interest in attendance.

February is the birth month of this Division and also of the President, and the members decided to make this a surprise anniversary. The chairman, Sister Sheppard, announced that a program had been prepared for this day, and suggested that the meeting be closed before giving it. This was done, and the President urged all to remain. This was unnecessary, as was proven afterwards, as all the members were in the secret. The program consisted of a piano solo by Sister Wolf, and vocal solos by Sister Humphreys. We are all proud of these Sisters who are always ready to assist in our entertainments with their God-given talents. After these numbers Sister Sheppard stepped to the front, carrying a brand new suitcase. As Sister Sheppard is a reader, the impression of the President was that she was going to recite, and that the suitcase was in some way connected with the selection. Well, it was; and to her surprise, the recitation was in rhyme addressed to her, and the beautiful suitcase, the lid of which was fitted out with a fine set of ivory toilet articles, was a gift from the Division.

The presentation was worded as follows:

DEAR SISTER CASSELL

We meet today to greet you,  
 To show you where we stand,  
 To tell you how we love you,  
 To clasp once more your hand.  
 To pledge anew our friendship,  
 Which through the many years,  
 Has stood the test, dear Sister,  
 In both happiness and tears.

From storms and shoals you've always steered  
 Our ship so staunch and true.  
 An honor to our Sisterhood  
 And Division Fifty-two,  
 Through all this land so glorious,  
 Wherever goes the train;  
 Wherever Sisters gather  
 They love to hear your name.

They show you by their kindness,  
 And tokens of their love,  
 How dear your friendship is to them,  
 How devoted they will prove.  
 But none will ever love you,  
 Your Sisters tried and true;  
 The same as those you know so well,  
 In dear old Fifty-two.

So accept from us this token,  
 We know in after years,  
 You'll think of friends who loved you,  
 And see 'mid smiles and tears;  
 Those happy dreamland faces  
 Of Sisters long ago,  
 Who gave you this remembrance,  
 Because they loved you so.

We pray that Heaven's blessings  
 May ever be with you,  
 To strengthen and to keep you  
 In Division Fifty-two.

Sister Cassell was so surprised and overcome that it was hard for her to respond; but she managed to speak her thanks, saying that if the words spoken by Sister Sheppard were the sentiment of the entire Division, they meant more to her than the beautiful gift. A happy hour was spent in a social way and refreshments were served.

This day will stand out as one of the very best red letter days of this Division, as so much love and good will was shown by the large number of Sisters present.

### The Poppy Land Express

The first train leaves at six P. M.  
 For the land where the poppy blows.  
 The mother dear is the engineer,  
 And the passenger laughs and crows.

The palace car is the mother's arms;  
 The whistle a low, sweet strain.  
 The passenger winks and nods and blinks  
 And goes to sleep on the train.

At eight P. M. the next train starts  
 For the poppy land afar.  
 The summons clear falls on the ear,  
 "All aboard for the sleeping car!"

But "What is the fare to poppy land?"  
 I hope it is not too dear."  
 The fare is this—a hug and a kiss,  
 And it's paid to the engineer.

So I ask of Him, who children took  
On His knee in kindness great:  
"Take charge, I pray, of the trains each day  
That leave at six and eight.

"Keep watch of the passengers," thus I pray,  
"For to me they are very dear;  
And special ward, O gracious Lord,  
O'er the gentle engineer."

—*St. Louis Star-Sayings.*

## How Those Women are Butting In!

BY EDNA K. WOOLEY

"First the women made a dead set for our jobs and now they're putting both feet into our sports," said a grouchy bachelor who thinks he is a crack bowler.

"Time was when a fellow could get away from the women by spending an evening in a bowling alley, but now half the alleys are taken up by women," he finished disgustedly.

"Yep, you're right," said the married man. "Still—it ain't so bad. My wife and I have had more fun together since she's gone in for some of the things I like, and I don't hear her complaining so much about backaches and headaches. She's wearing a sensible sized shoe, too, and I notice she isn't bursting out her gloves any more because they're too tight. Say—I remember when she couldn't walk a couple of blocks without gasping for breath, her corset was that tight. She's as good a walker as I am, now—better, in fact. And you saw for yourself last night that her bowling score was pretty well up with yours, old man."

"Huh," grunted the bachelor. "Maybe so—maybe so. But I believe in women staying in the home and attending to their housework and not interfering with men's affairs."

"Come out into the open and take a look around," said the Hockey Editor, who happened to be near by. "Get up to date, and grin and bear it, my friend. You can't stick women in a corner any more and make 'em stay there."

"I'm surprised myself, though," he added, "at the way women are coming out in regular rough-and-tumble sports this year. They're playing hockey like the men, under men's rules. Fact! They'll take all kinds of punishment and come up for more. Game? Well, I

should say! They'll play as rough and fast and good a game as the men.

"They're competing with us in almost all the sports now. They're piling up records in bowling and they don't ask any favors on account of sex. They're giving us points in swimming, and when it comes to skating, you can't beat the women experts. They're keen on indoor baseball this winter, and they're playing basketball now under men's rules—nothing ladylike, believe me, but wrestle and bump, and go to the floor if necessary.

"I can't account for this sudden interest," mused the Hockey Editor, "but believe me, the women are in for the honors and the fun, and they're getting both."

"All very well—all very well," grouched the bachelor, "but if women waste their time like that, who's gonna do the housework and tend the kids—I wanna know that!"

"Aw, hire a flat and get the janitor to do it," disgustedly retorted the married man. "You ain't giving up your regular job because you're going in for a bowling record, are you?"—*Cleveland News.*

## These Are Thrifty Days

There is no thrift in the proverbial "pound-wise and penny-foolish" system. Saving in the little things is what counts. We have hundreds of examples in America of men who have reached the pinnacle of business and financial success through the lessons of rigid economy taught, in their early youth, by the exacting teacher, Necessity.

That small beginnings lead to larger endings is exemplified by hundreds who have acquired the systematic saving habit and won for themselves a comfortable fortune.

Housekeeping is the most complicated work in the world, and she who can keep a house well is a good manager. She can make her work drudgery or she can make it a pleasure. Men fail in business and the world knows it; but how many home failures there are of which the world never hears!

In the *Ladies' Home Journal*, recently, a woman tells how she succeeds as a home

maker or a business manager of the home. She aims at simplicity. She has simple furnishings, but good. She has simple meals—things they are "all stuck on," as her little boy puts it, but lots of them. For one meal baked beans only, but lots of them and good. And who couldn't make a meal on the beans mother used to bake? She doesn't make her attic a junkshop. She makes it a storeroom, cleans it once a year, but that is all. She has order in her kitchen. She doesn't dry her dishes, but "scalds" them and lets them dry themselves—and they can do it better than she. She practices thrift in the home.

There is no economy in waste effort, some women walk too much on their jobs. There is no economy in doing your own washing if you break your back doing it. A fireless cooker saves gas and time and food. A thermostat on the gas oven and on the furnace saves time and fuel. The thrifty home business manager always has change in the house, runs no accounts, pays cash on delivery, weighs her purchases, and takes nothing for granted. She keeps account of all her expenditures and knows where her money goes and what it buys. She doesn't hire much help, because she doesn't need it. She studies her job and succeeds because she knows how and practices the first principles of business economy—THRIFT.

### No Pity Needed

Pastor: "I was so sorry for your wife during the sermon this morning. Doctor. She had such a dreadful fit of coughing that the eyes of the whole congregation were fixed upon her."

Doctor: "Don't be unduly alarmed. She was wearing her new hat for the first time."—*Fliegende Blätter*.

### Why He Never Married

George Ade says: "The reason why I've never married is that at a wedding I attended in early youth the minister said nervously at the end—and I have feared ever since that there may have been truth in the words: 'I believe it is always kistomary to cuss the bride.'" Is George so old as that?—*Boston Globe*.

### A Clever Tar

The sailor had been showing the lady visitor over the ship. In thanking him, she said:

"I see that by the rules of your ship tips are forbidden."

"Lor' bless yer 'eart, ma'am," replied Jack, "so were the apples in the Garden of Eden."—*People's Home Journal*.

### Fact and Fun

Using radioactive phenomena for the basis of their calculations, two British scientists believe that the world is at least 711,000,000 years old.

"Sue and her new husband have started on their bridal trip in a veritable ecstasy." Is that one of the new makes?—*Baltimore American*.

American canned salmon is favorably known throughout the entire world. The exports of it amount to \$7,000,000 a year.

"Have you been married for long?" asked the gabby party.

"No," responded his neighbor, "just life."—*Buffalo Express*.

The marble product of this country in 1914 was worth \$8,121,412.

"Shall we go to the movies, play bridge, or stay home?"

"Why not stay home? We can always go to the movies or play bridge."—*Judge*.

Starfish can grow new arms, lobsters new claws, and lizards new tails.

First War Correspondent—"Did your dispatch get past the censor?"

Second War Correspondent—"Only the part that wasn't true."

First War Correspondent—"Well, isn't that all your paper wants?"—*Life*.

### Notices

Further appointments of Grand Organizers and Inspectors:

Mrs. Belle Marsh, 205 N. Poplar st., Centralia, Ill.

Mrs. G. L. Parshall, 414 N. Elm ave., Jackson, Mich.

Mrs. Mary Lamphere, Box 251, E. Syracuse, N. Y.

Mrs. J. J. Dorsey, 111 W. S. Grand ave., Springfield, Ill.

Mrs. R. J. McKenzie, 129 Magnolia ave., S. Jacksonville, Fla.

Mrs. B. Schimmelpfennig, 1420 W. 5th st., Little Rock, Ark.

Mrs. L. L. Allison, 577 E. 3rd st., Galesburg, Ill.

Mrs. J. E. McDaniel, 1513 Gregg st., Columbia, S. C.

Mrs. E. A. Schmitt, 1609 N. Mamie ave., Birmingham, Ala.

Mrs. E. B. Gilbert, 1931 Pine st., Bakersfield, Cal.

Mrs. A. J. Torbert, 605 Crosby st., San Antonio, Tex.

Mrs. F. M. Howard, 19 Clinton st., Newark, O.

Mrs. Lizzie D. Armstrong, 369 Missouri st., San Francisco, Cal.

Mrs. Geo. Carlisle, Columbiana, Ala.

MRS. W. A. MURDOCK,  
Grand President.

The Ohio State meeting will be held in Lima, O., on May 25, at Elks' Hall, corner of Elizabeth and North streets.

It will be under the auspices of Div. 373. Sister Murdock and other Grand Officers will be in attendance, and every Division in the State should be well represented. All Sisters will be made welcome. MRS. FRANK HOWARD, Sec.

The next meeting of the Middle Atlantic Circuit will be held April 12, 1916, under the auspices of Div. 201, G. I. A. to the B. of L. E., in their meeting rooms, Masonic Hall, Pacific ave., corner Maple st., Jersey City, meeting to open at 10 o'clock a. m. All members of the G. I. A. are cordially invited.

SEC. OF CIRCUIT.

The eleventh semi-annual circuit meeting will be held at Richmond, Ind., April 25, in I. O. O. F. Hall, corner 8th and Main streets, under the auspices of Wayne Div. 303.

All Grand Officers and every member of the G. I. A. are cordially invited to attend and assist in making this one of our most successful and instructive meetings.

MRS. F. M. SIMMS, Circuit Pres.,

MRS. B. B. IDE, Circuit Sec.

W. A. McGonagle Div. 299 extends a cordial invitation to all members of the

G. I. A. to attend a union meeting of the head of the lakes Divisions to be held at M. W. A. Hall, Duluth, Minn., May 25, 1916. Divisions from Proctor, Two Harbors, Virginia and Superior will help Div. 299 of Duluth to exemplify the work.

SEC. DIV. 299.

### Division News

ON the afternoon of Feb. 17, Enid Div., of Enid, Okla., entertained the engineers and their families with a literary and musical program and a banquet in the I. O. O. F. Hall.

Each number on the program elicited applause which was well merited.

After the program we had a penny drill in which all were invited to join. Although we had been told by Miss Lucille Reese, in her recitation, that the only time the men did not laugh at us was when we asked for money, we found that on this occasion it was a mistake, as they all gave us a big broad smile and fell into line, thereby enlarging the collection. Out of this drill we marched into the dining room, where two long tables, decorated with potted plants, were laden with good things too numerous to mention. Before being seated, the President, Sister Reese, gave a well-known quotation from Owen Meredith's "Lucille," which was heartily applauded. After satisfying the inner man each Brother present gave a nice talk, telling us of their appreciation of our work, but only one Brother complimented us upon our good looks, and that was Brother Scudder.

Of course this pleased us, but we forgive the others, who "forgot," and say:

Here's to the best in this generous land  
The faults of our Brothers we write on the sand.  
Their virtues on tablets of love we engrave—  
Their good name unsullied strive always to save.

Mrs. Shaw, wife of General Foreman of Frisco Shops, gave us a good talk which we enjoyed. The highest compliments were paid the refreshment committee and all expressed the hope of another pleasant meeting soon.

DORA ARNOLD, Sec.

Div. 341, Creston, Iowa, held the first social meeting of the year at the home of Sister Kenworthy, in February. Guests

always remember with pleasure the successful efforts for entertainment made for them by this Sister, who is an ideal hostess. Plans were made at this meeting to do more efficient work along the lines of duty to the Division and to increase the amount of charitable efforts which the Division has been doing beyond the ordinary work of other Orders like our own. The result of this day spent with Sister Kenworthy was a renewed appreciation of the value of our Order and its possibilities. All will remember with enthusiasm the hospitality of the Kenworthy home.

COR. SEC.

ON February 18, Sister Boomer, Grand Secretary and Treasurer of V. R. A., visited Battle Creek Div. 284, which held a special meeting followed by a 6:30 banquet and reception at the home of Sister F. M. Fisher, which was prettily decorated with flags and cut flowers. The hours were passed with music and conversation. All departed wishing Sister Boomer would pay us another visit at some future time.

SEC. DIV. 284.

DIV. 501, Altoona, Pa., was invited to the home of Brother and Sister Eckelberger, on the evening of February 17, to partake of a sauerkraut supper. They did not make it known when giving out the invitations that it was to celebrate the twenty-ninth anniversary of their wedded life, but one of the Sisters found it out and told us, so we took with us a beautiful basket of roses and carnations. Sister Ernest, in behalf of Div. 501, presented it to the hostess. She was very much surprised and returned her thanks to the Sisters for their kindness. Sister Eckelberger is a Past President of this Division, and all joined in wishing her and her husband many more years of happy wedded life.

M. R.

DIV. 48, Sparks, Nev., is justly proud of the fact that it is the oldest Division west of the Rocky Mountains. This Division was organized in July, 1890. In all these years we have enjoyed the work of the G. I. A., and had many pleasant times.

On January 4, after the new officers were installed, the President, Sister

George, gave an interesting talk to the members, and urged them to do their best to promote the welfare and increase the membership of the Order. After the meeting was closed Sister George entertained the members in her usual hospitable way. All enjoyed the delicious refreshments that were served. Sister Sheply was presented with a handsome hand-painted plate, in recognition of her long and faithful service as Secretary of the Division.

Sister George is an enthusiastic worker and we feel that our Division will grow and prosper during her term of office.

COR. SEC.

DIVISION 175B, Stevens Point, Wis., has more than doubled its membership in the one year of its existence, and of this fact we are proud. Our officers are interested in their duties, which makes these duties a pleasure. Visitors from other Divisions are always welcome, and any Sisters who happen to come this way should make it a point to visit us. Our attendance is good and we enjoy many times in a social way.

Our latest pleasure was the celebration of our first birthday. This was on the evening of February 9. Husbands and friends were invited and the first part of the evening was spent listening to a musical feast given by the sons and daughters of our members.

This was greatly enjoyed and after a social hour lunch was served. A long table was spread, the centerpiece being a large birthday cake decorated in the Order colors and bearing one large candle. The waiters were sons of the Sisters, bedecked with white aprons and chic red hair ribbons. Visitors were present from Mansfield, Chippewa Falls and Minneapolis. May the close of the coming year find us true to our principles and steadily progressing.

COR. SEC.

DIVISION 383, at Waycross, Ga., held a public installation at their first meeting in January. A number of the Brothers and many friends responded to the invitation to be present, and all seemed to enjoy the almost perfect work done by the Sisters.

After the ceremony of installation was completed, a prayer was made by our railroad minister—as we love to call him—followed by a short talk. Some of the more gifted Sisters gave talks relative to the good work of the G. I. A., after which readings and selections of music by our young friends were enjoyed and appreciated. Refreshments were served and a social hour full of good cheer passed all too quickly. It was the wish of all present that we might meet again soon in this friendly manner. At the last meeting in February we were made happy by the visit of some Sisters from a neighboring Division. We were so pleased to have them with us and hope the welcome they received will induce them to come again. I believe if we would mingle more freely with other Divisions we might be more helpful to each other, as it would broaden our mental and social horizon and thus help on the good work.

We hope this year will be the very best one in all departments of our work. Under the leadership of our good President we feel sure this will be true of Plant Division. COR. SEC. 383.

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DIVISION 99 is still located in Boston, Mass., instead of Salem, as it appeared in the February JOURNAL. The error no doubt was due to carelessness of the Corresponding Secretary, as Salem is her own home town.

We held a very successful whist and dance in place of our annual ball, and from the overflow attendance the Sisters must have tried to please and do as our President wished us to. We are looking forward to the New England circuit meeting to be held April 12, in Concord, N. H., the home of our estimable Assistant Grand Vice President, Sister Cook. This being inspection year no doubt this meeting will be a very interesting one.

MRS. W. D. BOYLE, Cor. Sec.

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MIZPAH DIVISION 136, of Howell, Ind., gave a pleasant social affair on Valentine night.

The affair was planned for just the members and husbands as a compliment

and appreciation the members hold for each other. And it proved to be a lucky date for it was found that with members and their engineers, just 50 had responded to the invitation.

No program had been arranged, as it was intended for just an old-fashioned visit, and they did visit, and if they did not talk together, at least they could talk about each other, for the men formed themselves into a very exclusive little group in a far corner. But they proved to be good mixers when the supper was announced. Here awaited a pleasant surprise. A long table, very prettily appointed with linen, flowers and cut-glass, and a tempting spread of turkey, cranberry sauce, escalloped oysters, celery, olives, sandwiches, coffee, cake and cream was served.

A call for a toast from Bro. Chas. Sutter was demanded and he is ever ready to oblige with his sincere talks and witty speeches. Other short talks followed. After the supper, our President, Sister Sursa, made a nice talk in behalf of the Order and an after toast to the men. After this the visiting was resumed, the exclusive corner well filled and a very busy corner it was, where trains flew thick and fast, engines broke or died, or else broke the record. And the ladies sat off and eyed them just contented if they will only come to our party.

It was certainly a charming evening, and midnight found us saying good-night, but not good-by. May we all be spared to enjoy many more of these pleasant gatherings.

SISTER CHAS. JOYCE, Cor. Sec.

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DIVISION 337, Belleville, Ont., held a very successful entertainment in the B. of L. E. Hall in February for the benefit of Canadian soldiers overseas. The hall was tastefully decorated with Union Jacks, Stars and Stripes, and bunting.

Refreshments were served and a splendid program was enjoyed by the large number present. Short addresses were made on the subject of hospital supplies by Miss Falkner, and Mr. O. Flynn, a lawyer of our city.

We received over 300 writing pads.



pencils, post-cards and packages of envelopes, also many cash donations.

The evening closed by singing the National anthem and we returned to our homes feeling that our efforts had been successful. SEC. 337.

PRIDE OF CHATTANOOGA DIVISION 176 is in a very busy and prosperous condition; in fact, we are almost on a boom. Our auxiliary is divided, you might say, into two Divisions with a captain to each, and every meeting day the captains of these Divisions call the members of their Division and advise them it is meeting day; the result is we always have a good attendance, which is the best assurance that an auxiliary is on the move. Our President, Sister W. F. Hetzler, has formulated some excellent plans for raising money this year which she has placed in the hands of competent committees, and so far the Sisters have showed great enthusiasm by falling into line, and "Forward, March!" will be our watchword from now on.

The Division was very much gratified by a visit from Sister J. Mains of Toronto, Canada, and Sister J. R. Crittenden, of Knoxville, Tenn. At an afternoon meeting Sister Mains gave an interesting talk on her work in Canada and Sister Crittenden gave a talk on her visit to the Railroad Men's Home. In the evening Sister Combs threw open her spacious home and a reception was given to which the engineers and their families were invited to meet the visitors. Games were played and refreshments served.

LILLIAN G. BLANKENSHIP, Cor. Sec.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., April 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than March 31, 1916.

#### SERIES A

##### ASSESSMENT No. 143

Cleveland, Ohio, Feb. 5, 1916, of influenza and heart trouble, Sister Alice Frazine, of Div. 62, aged 67 years. Carried one certificate, dated Jan. 1896, payable to Cora Haywood, Inez, George, Charles and Leroy Frazine, children.

##### ASSESSMENT No. 144

Los Angeles, Cal., Feb. 9, 1916, of arterio sclerosis, Sister Elizabeth Haley, of Div. 104, aged 49 years. Carried two certificates, dated June 1898, payable to Blanche and Joseph Haley, daughter and son.

##### ASSESSMENT No. 145

Buffalo, N. Y., Feb. 9, 1916, of mitral insufficiency, Sister Mary Becker, of Div. 79, aged 58 years. Carried one certificate, dated March 1897, payable to Div. 79, G. I. A. to B. of L. E.

##### ASSESSMENT No. 146

Harrisburg, Pa., Feb. 11, 1916, of pneumonia, Sister Maggie Drake, of Div. 137, aged 57 years. Carried two certificates, dated Jan. 1896, payable to Wm. Drake, husband, Mrs. H. E. Keiser, Zella and Hazel Drake, daughters.

##### ASSESSMENT No. 147

Bellaire, Ohio, Feb. 13, 1916, of diabetes, Sister Mary Lewis, of Div. 542, aged 64 years. Carried one certificate, dated Sept. 1904, payable to Chester D. Lewis, husband.

##### ASSESSMENT No. 148

Chicago, Ill., Feb. 14, 1916, of asphyxiation by gas, Sister Mary J. Gregg, of Div. 236, aged 61 years. Carried one certificate, dated May 1900, payable to Edna, Emma and Mattie Gregg, daughters.

##### ASSESSMENT No. 149

Jackson, Mich., Feb. 17, 1916, of nephritis, Sister Patrick Donley, of Div. 9, aged 65 years. Carried one certificate, dated April 1897, payable to Patrick Donley, husband.

##### ASSESSMENT No. 150

Fort Dodge, Iowa, Feb. 25, 1916, of cerebral hemorrhage, Sister Carrie M. Hall, of Div. 168, aged 73 years. Carried two certificates, dated Sept. 1898, payable to A. G. Schill, executor.

##### ASSESSMENT No. 151

Augusta, Ga., Feb. 26, 1916, of softening of brain, Sister Fannie P. Gibson, of Div. 129, aged 67 years. Carried two certificates, dated June 1892, and May 1893, payable to Mrs. May Stephens, Rosa, Forest, Albert, Fannie and Edith B. Wright, children.

##### ASSESSMENT No. 152

Detroit, Mich., March 1, 1916, of spinal meningitis, Sister Elizabeth Doane, of Div. 17, aged 57 years. Carried two certificates, dated March 1899, and March 1902, payable to Albert Doane, husband.

##### ASSESSMENT No. 153

Martinsburg, W. Va., March 6, 1916, of paralysis from blindness, Sister Mary C. Zimmerman, of Div. 111, aged 78 years. Carried two certificates, dated March 1892, and June 1894, payable to Maude L. Drenner, daughter.

Members will pay their Insurance Secretaries on or before April 30, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 102 and 103A, 11,161 in the first class, and 5,875 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

#### LOCATING LEAKS

**Q.** Here recently I had an engine failure due to an air brake failure, and while I have handled the air brake ever since we have had it on our road, I have never heard of a similar occurrence. What happened is this: The main reservoir pipe, where it enters the cab, became badly worn from chafing, and finally cracked so that the waste of air was greater than the capacity of the pump, and this of course caused the loss of pressure and the brakes to apply. Now, I would like to ask if it is possible to make a temporary repair whereby the air brake could be used to control the train, where this pipe is broken; you will understand that our engines are not equipped with pipe wrenches, neither do we carry a lot of rubber hose to take the place of the broken pipe.

L. A. R.

**A.** You do not state the type of brake your engine is equipped with; however, with either the E-T or L-T equipment, the train may be charged and the brakes used, providing the dead engine feature is connected to the main reservoir pipe between the main reservoir and the point where the pipe is broken. In working out this scheme the first thing to do is to plug the broken pipe; then remove the non-return check valve in the dead engine fixture, also open the cut-out cock; then close the cut-out cock under the brake valve. Next start the pump and adjust the pump governor to the pressure desired to be carried in the brake pipe. Now, air from the main reservoir will be free to flow through the dead engine fixture to the brake pipe and charge the train. Desiring to apply the brake, either stop the pump or close the cut-out cock in the dead engine fixture, when a reduction of brake-pipe pressure may be made through the cut-out cock under the brake valve. Where braking is done in this manner it must be remembered that there will be no excess pressure for the prompt

release and recharging of the brakes; and due to the choke fitting in the combined strainer and check valve casing, the brake pipe will be slow in recharging; therefore, there will be a tendency for the brakes to stick. It may also be found that the opening through the choke fitting may not supply air fast enough to overcome the leakage found in the brake pipe. Makeshifts of this kind sometimes work out better on paper than they do in practice, and for this reason, before undertaking to brake a train in this manner careful tests should be made to learn just what results may be obtained.

#### LIFT OF AIR VALVES

**Q.** Will you please let me know what is considered the proper lift of the different air valves in the New York pump?

L. A. R.

**A.** In the Nos. 1 and 2 pumps all valves have 1-16 inch lift, while in the Nos. 5 and 6 pumps all valves have 3-16 inch lift.

#### LACK OF PROPER TOOLS

**Q.** I have been reading with great interest the little air brake book by Bro. Lyons that he calls "Helpful Hints on Modern Locomotive Brakes," and I think he should have called it "Things to Think About," as this book has certainly set me to thinking about tests and breakdowns that I never thought of before. Now it is a remedy for these defects that we all want to know about, and the remedy offered for a defective discharge valve in a cross-compound pump, in which he states that one of the receiving valves may be used in place of the broken discharge valve, will no doubt work out all right, but where are you going to get the wrench to remove the caps from the valve chambers so that the valves may be changed? I have seen repairmen in the roundhouse, where all necessary tools were at hand, find it almost impossible to remove the valve chamber caps, due to the fact that they were burned into the pump.

G. M. B.

**A.** It is beyond the province of the writer to say just where the necessary tools to perform a piece of work may be had. Yet, it is fair to assume that the old saying still holds good, "Where there is a will there is a way," and by looking around a *bit* we generally find a way.

However, it must be said that the impossible cannot be asked of any man, and if there be no means at hand for the removal of the valve chamber caps the remedy suggested cannot be made use of. While again, if the necessary tools are at hand, it is well to know that this change can be made.

#### HANDLING PASSENGER TRAINS WITH MIXED TYPES OF BRAKES

**Q.** Will you kindly answer through the airbrake department of our JOURNAL, the following question on passenger train handling? Our trains run anywhere from 10 to 14 cars, and consist of mail, baggage and express, day coaches and Pullman sleepers. About all of our own cars have the L-N equipment, but at times we have a mixture of L-N, P-M and P-C equipments; again, the train may consist of L-N and P-C cars only. Now, what I would like to know is, how should the brakes be handled when part of the cars in the train have the P-C equipment? We use the graduated release method of braking, especially in grade work, and I would like to know if the graduated release feature is found in the P-C type of brake.

A. L. B.

**A.** When braking a train wholly or partially equipped with the P-C equipment, the brake valve should be handled the same as when braking a train equipped with either the P-M or L-N triple valves, that is, where the graduated release feature is not used. However, where the direct and graduated release cap on the front of the control valve is turned to graduated release position, the brake may be graduated off in the same manner as with the L triple valve. The position that the valve is working in—that is, direct or graduated release—may be known by the position of the indicator on the cap, as the two positions are plainly marked on the equalizing portion body. A point to be remembered when handling the P-C equipment is, that the initial reduction of any application must not be less than seven or eight pounds for the brake to apply. This is important, especially a train made up with different types of brakes, due to the fact that a reduction of four or five pounds will cause the brakes to apply on cars having triple valves, while the P-C

brakes will not apply with this light reduction; resulting in the running in or out of the slack, causing shock to the train. Another point that should not be lost sight of is, that when making a service application, if the brake pipe pressure be reduced below one-half, the brakes will apply in quick action. This does not indicate any defect in the control valve, but is due to the construction of the valve. What may cause a triple valve to operate in undesired emergency will have a similar effect on the control valve. When using 110 pounds brake pipe pressure a 24-pound reduction is necessary to set the brakes in full; with 90-pound brake pipe pressure a 20-pound reduction; and with 70-pound brake pipe pressure a 14-pound reduction. The application of the brake in emergency is made in the same manner as where triple valves are used.

#### AIR REQUIRED IN A BRAKE APPLICATION

**Q.** I have a question on the K triple valve which I would like to have answered through the JOURNAL. Can trains of greater length be handled with a given size air pump where K triple valves are used, than with the old quick-action triple valve? That is, with the K triple valve, does it require as much air to operate the brakes as with the old triple? C. C. R.

**A.** In service braking with the old triple (type H) all air used in the brake cylinder comes from the auxiliary reservoir, while with the K triple valve a small portion of the brake-pipe air goes to the brake cylinder; therefore, not requiring as heavy a reduction to obtain the same braking power as with the older type of triple valve. The great saving of air, however, is brought about by the prompt and uniform application of all brakes throughout the train. This does not apply to short trains, as whenever the brake-pipe pressure can be reduced at the brake valve faster than the auxiliary reservoir air can flow to the brake cylinder through the partly open cylinder port obtained in quick service position, the triple piston and its slide valve will move to full service position, thereby cutting off the flow of brake pipe air to the brake cylinder.

#### DEFECTIVE CONTROL VALVE

**Q.** Will you please answer the following question through our JOURNAL? I am

running an engine equipped with the L-T type of brake, and when the brake is in release position there is a constant blow at the control valve exhaust port; but when brake is set the blow stops. Now, this, of course, looks like a leak past the application valve, but a leak past the application valve will cause the brake cylinder pressure to build up after the brake is set, and will cause an intermittent blow at the control valve exhaust port during the time the brake is applied. However, the brake cylinder pressure does not build up, rather the reverse, as it will drop back a few pounds and then build up to the pressure at which the brake was set, which is as it should be. Now, I will be very thankful if you will explain where the air comes from that causes this blow, and what is the remedy?

A. Assuming there is no leakage in the gasket between the control valve and the divided reservoir, we must look for the trouble in the application valve; or, if the control valve be equipped with a quick-action cap, in the emergency valve found in this cap. Leakage past the application valve will cause a waste of main reservoir, while leakage past the emergency valve will be a waste of brake-pipe air, either of which will cause a blow at the control valve export when the brake is released, and will cause a build-up of brake cylinder pressure above that for which the brake is set. Now the possible reason for the brake-cylinder pressure not building up in the case you mention is, that air was leaking out of the cylinders faster than it was leaking in, therefore, the pressure could not build up. To determine if the application valve be at fault, close the cutout cock in the main reservoir supply pipe to the control valve; if the blow stops it is fair to assume that the application valve is at fault; but if the blow continues, the air must be coming past the emergency valve. Another way to make this test is to place the automatic brake valve in service position, exhausting all air from the brake pipe, then release the brake with the independent brake valve. If the blow stops, the emergency valve is at fault, as now there is no air in the brake pipe to leak past the valve.

#### CREEPING UP OF BRAKE CYLINDER PRESSURE

Q. What will cause the brake cylinder pressure to creep up above that which should be obtained when making a partial service application of the brake? This with the L-T equipment. A. L. M.

A. As the pressure developed in the brake cylinders is entirely dependent on the pressure in the control cylinder and reservoir, if there is an increase of brake cylinder pressure, it means that the pressure has also been increased in the control cylinder and reservoirs. For this pressure to increase, it means that air is leaking into the control cylinder and reservoir from some source, and just where it is coming from may be determined by noting the point to which the pressure builds up to. To make this clear, let us make an example: If, after making a ten-pound reduction of brake-pipe pressure, which should develop about twenty-five pounds cylinder pressure, there was a gradual increase of pressure to about fifty pounds, where might the air be leaking from that caused this rise in pressure? It is evident that the air is coming from some place where we carry a pressure of fifty pounds, or from some reservoir containing air under such pressure and of such volume, that when connected with the control cylinder and reservoir, will equalize at fifty pounds. Now the auxiliary reservoir in the control valve when charged to seventy pounds will equalize at fifty pounds when connected to the control cylinder and reservoir, and as there is no reservoir or chamber in which we carry fifty pounds pressure, it is evident that the air leaking into the control cylinder and reservoir must be coming from the auxiliary reservoir, past the triple slide valve or graduating valve. If the brake-cylinder pressure increases to a point above the adjustment of the safety valve, it indicates air leaking past the rotary valve, or either of the two lower body gaskets in the automatic brake valve, into the control cylinder and reservoir.

#### HOLDING POSITION

Q. What is the purpose of the new position, called holding position, on the automatic brake valve used with the L-T

equipment, and when should it be used? Can the train brakes be released in this position?

A. L. M.

A. When making a release of the brakes, the brake-valve handle should first be moved to release position for a period of time, this depending on length of train, and then returned to either running or holding position. If it is desired to release the locomotive brake, the handle should be returned to running position; but if the locomotive brake is to be held applied, the handle should be moved to holding position. From this it may be seen that the purpose of holding position is to hold the locomotive brake applied while recharging the train brakes. The charging of the brake pipe and equalizing reservoir is the same in holding as in running position. It is the practice on a number of roads to release the brakes on passenger trains by moving the handle to running position instead of release, especially where the graduated release method is used. Where the train brakes can be released successfully in running position, same can be done in holding position.

#### THE USE OF TWO AUXILIARY RESERVOIRS WITH ONE TRIPLE VALVE

Q. I am running a passenger engine equipped with the old G-6 type of brake, that is, we have triple valves on the engine and tender instead of a distributing valve. Now there are two auxiliary reservoirs used with the triple valve on the engine, while but one is used with the triple valve on the tank, and I have often wondered why this is done, and therefore am taking the liberty of asking the JOURNAL to explain.

R. R. V.

A. It is evident that your engine is equipped with an engine truck brake, and one of the auxiliary reservoirs—the small one—is for the purpose of storing the air required for use in the engine truck brake cylinder; while the larger auxiliary reservoir contains the air for use in the driver brake cylinders. With this equipment but one triple valve is used to distribute the air to both the engine truck and driver brake cylinders. You will, no doubt, find a cutout cock in the pipe leading to each

reservoir, which may be used when it becomes necessary to cut out either reservoir; you will also find cutout cocks in the brake-cylinder pipe leading to both engine truck and driver brake cylinders. For a better understanding of this, let us make an example: Suppose a case where the engine truck brake becomes defective to the extent that it cannot be operated, while the driver brakes are still in good working condition. Now in a case of this kind we close the cutout cock in the pipe leading to the small auxiliary reservoir, and bleed it; then close the cutout cock in the brake-cylinder pipe leading to the engine truck brake cylinder; this, then, leaves us the driver brake as before, while the engine truck brake will not operate. Again, supposing it were the driver brake that was defective, while the engine truck brake was in good working condition; here we would close the cutout cock in the pipe leading to the large auxiliary reservoir, and bleed it; then, close the cutout cock in the brake cylinder pipe leading to the driver brake cylinders, leaving the engine truck brake to operate. Now, the reason for closing the cutout cock in the brake-cylinder pipe leading to the defective brake will be readily understood, but the question might be asked, "Why must the cutout cock in the pipe leading to the auxiliary reservoir be closed, or in other words, why is it necessary to cut out one of the reservoirs?" In the designing of brakes for use on either locomotives or cars, great care is taken that a proper volume of air be furnished, which will develop the required brake-cylinder pressure, that is, the proper size auxiliary reservoir be used with brake cylinders of different sizes. Now, in the example we have before us, three brake cylinders—two driver and one engine truck cylinder—are in use, and the volume of air in the two reservoirs is such that the proper brake-cylinder pressure will be obtained. But if any of these cylinders be cut out, it is evident that the volume of air will be too great for the cylinder or cylinders remaining in service. Let us imagine the driver brake defective, and cut out. This would leave the volume of air found in the two reservoirs for use in the engine truck brake cylinder only, which would

result in too high a cylinder pressure, especially following a light application. Therefore, to avoid this it will be necessary to cut out the large reservoir; whereas, the small reservoir would be the one to cut out if it were the engine truck brake that was at fault.

**PROPER POSITION FOR BRAKE VALVE  
HANDLE WHEN BRAKE IS APPLIED  
FROM TRAIN**

**Q.** Will you please answer the following question: In what position should the handle of the automatic brake valve be placed when the brakes apply in emergency from some unknown cause? Now, some air-brake books say that the handle should be placed in lap position, while others say emergency position. Which is right, and why?

C. L. G.

**A.** Where the engine is equipped with the Westinghouse G-6 or the New York B-1 type of brake valve, there is nothing particularly gained by moving the handle to emergency position, other than preventing the waste of main reservoir air, which may be done by moving the handle to lap position. But where the E-T or L-T type of brake is used, the handle should be moved to emergency position; as, in this position, the blow-down timing port in the automatic rotary valve is open to the application cylinder of the distributing valve, and the control cylinder in the control valve, resulting in a higher brake-cylinder pressure on the locomotive. With the New York B-2 or B-3 valves the handle should also be moved to emergency position; as in this position the straight air port in the brake valve is open to the brake cylinders, thus insuring the locomotive brake remaining applied. Where the brake is applied in service from some point in the train, other than the engine, the handle of the brake valve should be moved to lap position; this, with any type of brake valve.

**BROKEN GOVERNOR PIPE**

**Q.** With a pipe having a branch to the under side of both governor heads and one from the brake valve to the top of maximum pressure head suppose either one is broken, how would the trouble be overcome on the road?

W. J. K.

**A.** The piping scheme you have tried to

outline is unknown to the writer, and you do not state where the pipe with a branch to the under side of both diaphragms in the governor tops leads to; therefore, the question can not be answered. However, if your engine be equipped with either the E-T or L-T type of brakes, you will find the piping scheme to the governors as follows: The excess pressure pipe connects the feed valve pipe to the chamber above the diaphragm in the excess pressure head. The excess pressure operating pipe connects the automatic brake valve to the chamber below the diaphragm of the excess pressure head. The maximum pressure head pipe connects the main reservoir to the chamber under the diaphragm in the maximum pressure head. Now, if the excess pressure pipe breaks, the pump will stop when the main reservoir pressure is in excess of 45 pounds, with the handle of the automatic brake valve in either release, running or holding positions. If this pipe breaks, plug it toward the feed valve pipe, this to prevent the waste of air; then put a blind gasket in the excess pressure operating pipe, thus cutting out this portion of the governor; next, adjust the maximum pressure head to the desired main reservoir pressure. If the excess pressure operating pipe breaks, plug it toward the brake valve, and readjust the maximum pressure head to the desired main reservoir pressure. If the maximum pressure head pipe breaks, plug it toward the main reservoir. The excess pressure head will control the pump while the brake valve is in any one of the first three positions; but in lap service or emergency positions the pump will have to be controlled by the steam throttle. If this does not answer your question please write again and state more fully just what is wanted.

**DEFECTIVE DISTRIBUTING VALVE**

**Q.** I have made considerable study of the E-T type of locomotive brake and any new defects or puzzles coming up pertaining to it are of special interest to me, as I try to figure them out before reading the answer. In answer to the question by R. C. M. in the February JOURNAL there is only one thing that is not quite clear to me. In an emergency application of

the brake, the application chamber is cut off, thus allowing the air contained in the pressure chamber to equalize at a much higher pressure in the application cylinder. With the pressure chamber charged to 70 pounds, equalization will take place at about 65 pounds, but the air from the main reservoir coming through the blow-down timing port in the automatic brake valve to the application cylinder will raise this pressure above 65 pounds or to that at which the safety valve is adjusted, which is usually 68 pounds. Now, the only space that contains air at this pressure is the application cylinder, application cylinder pipe and the passage leading to the safety valve, and when the equalizing features of the distributing valve go to release position this air would be allowed to expand into the application cylinder and release pipe. Now, the question I wish to submit is, would this 68 pounds pressure equalize at 15 pounds, which it would have to do in order to release the brake cylinder pressure down to 15 pounds and hold it there, as the application cylinder pressure determines the brake cylinder pressure?

F. G., Div. 742.

A. Your understanding of the distribution of air in the distributing valve in an emergency application is correct; and to satisfy yourself as to the pressure at which the air in the application cylinder will equalize when connected to the application chamber, make an emergency application, note the brake-cylinder pressure, then move the brake-valve handle to release position and note the drop in pressure, which should drop to about 15 pounds. It is quite gratifying to learn of your effort in trying to figure out, before reading, the answers to the different questions in our JOURNAL. Keep up the good work, Brother, as it is in this way we all arrive at perfection.

Q. Referring to the question asked by Bro. R. C. M. in the February issue, relative to the action of the brake when spotting the engine on the table. Brother Lyons, in replying, assumed that the distributing valve on this engine was equipped with a quick-action cylinder cap and proceeds to answer the question with this assumption in mind. Would like to

ask if this same thing might happen with a plain cylinder cap on the distributing valve?

MEMBER DIV. 482.

A. Yes, but not from the same cause; as with the plain cylinder cap no non-return check valve is used. However, if there were leakage past the equalizing piston cylinder cap gasket or leakage from the main reservoir port to the brake-pipe port—which is hardly probable—past the gasket between the distributing valve and its reservoir, the brake pipe might have been recharged and cause the equalizing piston to move to release position. Now, leakage past the cylinder cap gasket would be a brake-pipe leak, and would cause the brake to apply in full when a partial service reduction was made, and would cause a blow at the distributing valve exhaust port when the brake was released. Leakage past the gasket between the distributing valve and its reservoir would cause the brake pipe and main reservoir pressures to equalize when the brake-valve handle was in either running, holding or lap positions. You will, however, notice that R. C. M. states that after making a service application, the brake remained applied and the brake-pipe pressure remained stationary; from which it is fair to infer that these gaskets were not leaking and that the non-return check valve again seated properly.

#### THE HOLDING FEATURE OF THE E-T EQUIPMENT

Q. I have been running an engine for some little time that is equipped with the E-T brake, and while I have been quite successful in handling this new brake, yet there are many things about it I do not understand. Now here is a question I wish you would answer for me. Why does the engine brake remain applied when the handle of the automatic brake valve is moved to either release or holding position? The train line is recharged, and the train brakes release and it appears to me that this increase of train-line pressure should cause the engine brake to release; but it does not, and that is the point I am not clear on.

A. L. M.

A. Your question might best be answered by asking one: Will an increase

of brake-pipe pressure cause the train brakes to release if the handles of the retaining valves be turned up? The answer to this, of course, is, they will not. Now moving the brake-valve handle to either release or holding position, when a release of the brakes is made, is the same in effect as turning up the handle of the retaining valve. To make this more clear, let us say a word on the operation of the distributing valve. First of all, when the brake is applied, air from the pressure chamber entering the application chamber and cylinder will force the application piston and its valves to application position, applying the brake; and the brake cylinder pressure will build up to the pressure in the application cylinder, showing us plainly that brake-cylinder pressure is entirely dependent on the pressure in the application cylinder. Therefore, to secure a release of the brake it will be necessary to first exhaust the air from the application cylinder and chamber. Now, when the brake pipe is recharged, as when the brake-valve handle is moved to release position, the increase of pressure causes the equalizing piston and its slide valve to move to release position, in which position the application cylinder and chamber is connected to the distributing valve release pipe, through a port in the equalizing slide valve, thus allowing air from these chambers to enter the release pipe and flow to the automatic brake valve, where the port to which this pipe is connected is blanked by the rotary valve; therefore, the air can not leave the application cylinder and chamber, which means that the locomotive brake will not release; and the same is true when the handle is moved to holding position; for in this position, as in release, the release pipe port is blanked by the automatic rotary valve. The reason for the brake releasing when the handle of the brake valve is moved to running position is, that in this position the release pipe port is open through the rotary valve to the exhaust, thus allowing the air in the application cylinder and chamber to escape to the atmosphere, thereby reducing pressure in front of the application piston, allowing the brake-cylinder

pressure to force the piston and its valves to release position, releasing the brake. If, at any time, the brake will not release when both brake valves are in running position, it would indicate that something has closed the opening between the application cylinder and chamber and the release pipe, or that this pipe or the ports to which it is connected have become stopped up. It must be remembered that when the equalizing slide valve is moved from release position the connection between the application cylinder and release pipe is closed, and the brake will not release even though both brake valves are in running position. This trouble is quite common and is caused by a nonsensitive feed valve, which allows the brake-pipe pressure to vary, or to an overcharged pressure chamber. If the locomotive brake releases with the brake valve handle in other than running position, it indicates leakage from the application cylinder or its connection, which may be found in the release pipe, application cylinder pipe or the application cylinder cap gasket.

#### THE L TRIPLE VALVE

**Q.** The cars in a number of our passenger trains are equipped with what is called the L triple valve. Will you please explain in the air-brake columns of our JOURNAL what is the difference between this triple valve and the regular quick-action triple; that is, what advantage, if any, is found in the use of this new triple valve? When braking a train equipped with this kind of triple, do you handle the brake valve the same as when braking a train equipped with the old triple valves?

C. A. R.

**A.** The operation of the L triple valve is much the same as the old quick-action triple, and has added to it the following new features: Quick service, graduated release, high brake-cylinder pressure in emergency, and quick recharge of auxiliary reservoirs following a service application of the brake.

The quick service feature of the triple valve assists in reducing the brake-pipe pressure in service applications of the brake, by venting brake-pipe air to the brake cylinder, thus securing a more



prompt and uniform application of the brakes throughout the train.

The graduated release feature enables the engineer to make a partial release of the brake following a service application.

High brake-cylinder pressure in emergency is obtained by the use of a second reservoir called the supplementary reservoir, which is about two and one-half times the size of the auxiliary reservoir. The high brake-cylinder pressure obtained in emergency is retained until the release is made, as in emergency position of the triple valve the safety valve is cut out.

The quick recharge of the auxiliary reservoir is brought about by air from the supplementary reservoir feeding back into the auxiliary when the triple valve moves to release position.

When making a service application of the brake, the brake valve should be handled in the same manner as when braking a train equipped with the older type of triple valves.

But when making a release of the brake the method of handling the brake valve is dependent on what is desired; that is, where a straightaway release is made, the handle should be left in release position until the brake pipe is recharged to within five pounds of the maximum pressure carried and then moved to running position.

Whereas, if it be the desire to graduate the release, the brake-pipe pressure must be raised in steps, and this may be done by moving the brake-valve handle to either release or running position for a short period of time and then returning to lap position.

#### THE L-T TYPE OF BRAKE

**Q.** My engine is equipped with the New York L-T type of brake and I am having the following trouble, for which I would ask a remedy:

After making an automatic application and the brake-valve handle returned to lap position, the brake on the engine will release, that is, it will release a little at a time, and if time be given will release fully.

Now, this defect does not affect a straight air application, as the brake will

remain applied with the straight-air valve in lap position. This leads me to believe that the trouble is not due to brake-cylinder leakage, but is caused by some defect in the control valve.

Would therefore ask what defect will cause the brake to act in this manner and what may be done to overcome it?

S. A. L.

**A.** Where an automatic application of the brake is made and the brake-valve handle returned to lap position, any drop in brake-cylinder pressure will be felt on the brake-cylinder side of the application piston in the control valve, which will cause it to move to application position, unseating the application valve, allowing a further flow of main-reservoir air to the brake cylinders until the pressure is again slightly greater than that in the control reservoir, when the application piston and valve will again move back to lap position.

Thus in this way air will be supplied to the brake cylinders of the locomotive, holding the brakes applied regardless of brake-cylinder leakage; therefore, we will have to look elsewhere for our trouble. Now, as the pressure developed in the brake cylinders is entirely dependent on the pressure in the control reservoir and cylinder, it is evident that any change of pressure in these chambers will have a corresponding effect on the pressure in the brake cylinders.

As for example, when a release of the brake is made following an automatic application, it is first necessary to exhaust the air from the control cylinder and reservoir.

From this it may be seen that if the brake on your engine will release with the brake-valve handle in lap position, it means there must be leakage from the control cylinder and reservoir, and this leakage may be found in the control cylinder cap gasket, control reservoir pipe, or in the special release valve.

Now, as the brake is slow in releasing, it means that the leak is a light one, and may best be found by painting the parts with soapy water.

As the automatic and independent brakes in this equipment are entirely separated from each other, that is, the

automatic control valve is not brought into use when an independent application of the brake is made, any defect of the control valve will in no way affect an independent application.

#### P-C EQUIPMENT

**Q.** Here is a question on the P-C equipment that I would like to have answered through the JOURNAL.

Now with this style of brake there are two brake cylinders and two reservoirs, and what I would like to know is, if either of these brake cylinders became defective, that is, if the air pipe to either cylinder broke off, could the brake be operated?

L. G. R.

**A.** Yes, the brake could be operated, but the braking power remaining would depend on which cylinder pipe was defective.

Let us first imagine the pipe broke off which leads to the emergency brake cylinder. This would not in any way affect the operation of the brake in service braking, as no air goes to the emergency cylinder when the brake is applied in service.

But if an emergency application be made the air from both reservoirs would escape to the atmosphere and the brake on that car would be lost.

If the pipe leading to the service brake cylinder was at fault, neither a service nor emergency application could be made, as the air, in either case, would escape to the atmosphere.

However, if the pipe were plugged, the brake on this car would operate whenever an emergency application was made.

It will, of course, be understood, that the brake operating as outlined in either example will not affect the operation of the brakes on other cars in the train.

**Q.** How much of a reduction is necessary when made through the service ports of the brake valve, to cause the P-C equipment to apply in emergency? L. G. R.

**A.** The amount of brake-pipe reduction necessary, where the pressure is reduced gradually, is dependent on the pressure at which the brake is charged at the time the reduction is made.

For example, where a pressure of 110 pounds is had, it will require a 55-pound reduction; where 90 pounds is had, a 45-pound reduction, while, if the pressure be

70 pounds, a 35-pound reduction will cause quick action.

Putting this in another way, if the brake-pipe pressure be reduced one-half of the amount to which the brake is charged at the time the application is commenced, quick action will be had.

This action does not in any way indicate a defect of the control valve, but is due solely to the design of the valve.

#### DEFECTIVE REDUCING VALVE

**Q.** I am running an engine in switching service, and here the other day I got into trouble by putting a pair of tank wheels through a switch, on account of independent brake failing to apply.

Now in looking for the trouble, I started at the distributing valve, but found it O. K., as the brake would apply and release properly with the automatic brake valve; next, I examined the application cylinder pipe, and found this clear; then examined the independent brake valve, but found no air there, so, of course, knew that the trouble was in the reducing valve.

Now the question I would like to ask is, what defect will cause the reducing valve to remain in closed position, and what may be done in a case of this kind?

S. A. R.

**A.** In answering your question, would say that, before condemning the reducing valve, would first learn if air was reaching the valve, as it is possible for the strainer tee in the pipe leading to the reducing valve to become stopped up.

A reducing valve remaining in closed position may be caused by any of the following defects: port past the regulating valve becoming wholly or partially stopped up; lower stem of regulating valve too short; too loose a fit of the supply valve piston in its bushing, or the supply valve and its piston stuck in closed position due to gum and dirt.

If the trouble be due to gum and dirt, why of course, the remedy is to clean the parts.

But if the regulating valve stem or the supply valve piston be at fault, and it is still desired to use the independent brake, the supply valve and its piston may be removed and the brake operated.

It must be remembered that when using

the brake in this manner, main reservoir pressure will be had at the independent brake valve, which, of course, means that it will be possible to obtain main reservoir pressure in the brake cylinders.

Good judgment must be used in operating the brake, or wheels will be slid and the brake rigging be severely strained.

#### EFFECT OF PISTON TRAVEL

**Q.** My understanding of the operation of the E-T equipment is, that the brake-cylinder pressure is not affected by length of piston travel; that is, the pressure is the same for a given reduction, whether the piston travel be ten inches or four inches. Now, how is this brought about?

With the triple valve type of brake, the longer the travel, the lower the brake-cylinder pressure. And, as the E-T brake is applied by making a train-line reduction, the same as a triple valve brake, why won't the piston travel affect the brake-cylinder pressure?

Another question I would like to ask is, how does the distributing valve take care of brake-cylinder leakage? W. J. R.

**A.** Your understanding of the operation of the E-T type of brake is correct, as piston travel in no way affects the pressure developed in the brake cylinder.

To make this clear, let us first say a word on the operation of the triple valve type of brake.

With this type of brake, we know that the brake-cylinder pressure, for a given reduction, will always be the same, providing the piston travel does not change; that is, if the auxiliary reservoir be charged to 70 pounds, and the piston travel eight inches, equalization will take place at 50 pounds.

Now in the distributing valve we have an auxiliary reservoir and brake-cylinder (the pressure chamber and application chamber) of fixed volumes; therefore, the pressure obtained in the brake cylinder (the application chamber) will always be the same for any given reduction; as for example, if the pressure chamber be charged to 70 pounds, and no pressure in the application chamber, if they were connected and the pressure allowed to equalize, it would do so at about 50 pounds.

From this it will be seen that the pressure developed in the application chamber is entirely dependent on the amount of brake-pipe reduction made, and is in no way affected by the piston travel.

Now the pressure developed in the brake cylinder is solely dependent on the pressure in the application chamber, and this is brought about as follows: Pressure forming in the application chamber and cylinder will force the application piston and its valves to application position, opening the supply port, allowing main reservoir air to flow to the different brake cylinders on the locomotive, until the pressure in these cylinders becomes slightly greater than that in the application chamber and cylinder, when the piston will move back, carrying the application valve with it, just far enough to close the supply port; thus building up a pressure in the brake cylinders independent of the piston travel, and equal to that in the application chamber and cylinder.

The only way that this type of brake is affected by piston travel is, that where the travel is short it will be more prompt in applying and releasing and less air will be used.

Brake cylinder leakage is automatically taken care of by the distributing valve in the following manner:

Any drop in brake-cylinder pressure is felt on the brake cylinder side of the application piston, causing a difference in pressure on the two sides of the piston, thus allowing the pressure in the application cylinder to move the application piston and valve, again opening the supply port, allowing a further flow of main reservoir air to the brake cylinders, until the pressure is again slightly greater than that in the application cylinder, when the application piston and valve will move back to lap position.

Thus, in this way air is supplied to the brake cylinders of the locomotive, holding the brake applied regardless of leakage.

This may be made more clear if we compare the action of the distributing valve in maintaining brake cylinder pressure against leakage, with that of the

feed valve in maintaining brake-pipe pressure against leakage.

In the feed valve we know that whenever the brake-pipe pressure drops below the adjustment of the regulating spring, the valve will open and allow a further flow of main reservoir air to the brake pipe, thereby maintaining the pressure to that for which the feed valve is adjusted.

In the distributing valve, whenever the brake-cylinder pressure drops below the pressure in the application chamber and cylinder, the application valve will open and allow a further flow of main reservoir air to the brake cylinders, maintaining a pressure equal to that in the application cylinder.

#### CROSSED PIPES

**Q.** I am running an engine in switching service and we do considerable transfer work, at which time we use the air on all cars.

Here the other day when making a delivery I had occasion to make a heavy service application, and before I knew it the drivers were sliding.

I tried to release the brake on the engine by moving the independent brake valve to release position, but the brake would not release.

Now with the engine alone, the brake would apply and release with either brake valve, but when applied with the automatic brake valve it could not be released with the independent brake valve.

I have made a careful examination of all the parts, but have been unable to locate the trouble; the distributing valve is in good condition, as it has just been applied to the engine.

I would thank you very much if you will tell me where the trouble is and what may be done to overcome it.

L. M. G.

**A.** The latter part of your question gives the answer, as this is a case of crossed pipes; that is, the application cylinder pipe is connected to the release pipe connection; while the release pipe is connected to the application cylinder pipe connection; and this, no doubt, was done when the distributing valve was changed.

#### Questions and Answers

BY JAMES GREGORY

**Q.** Please state through the JOURNAL why a Michigan bull's-eye lubricator with pump shut off siphons water from the pump feed chamber? When pump is started chamber fills, and when filled works O. K. MEMBER DIV. 339.

**A.** By your question it seems that the pump was turned on and then shut off. This would not cause the water to be siphoned out of feed chamber unless the steam throttle of lubricator was shut off at the time. If it was shut off, then the only supply of steam from which the sight chamber got its water to fill with came from air-pump throttle, so it is likely that when pump throttle was shut off the sudden cooling of steam pipe leading to pump caused a quick drop in pressure at its most exposed part, and the temperature of the water in sight chamber being higher than the boiling point of water it flashed into steam, or as is customary to say, was siphoned out of the sight feed chamber.

**Q.** I am running an engine equipped with American pressure rings in slide valve. Have had trouble with one side making a terrible noise, at times sounding similar to a cylinder groan. Any amount of graphite or valve oil will not affect it. This occurs only when working a very light throttle. When drifting, or wide open, cannot hear a sound. Please state where the trouble is. MEMBER DIV. 339.

**A.** The sound you mention is most likely due to the valve strips or "rings" not being held firmly against the bearing or the surface plate. When using full throttle the steam pressure sets the rings or strips so they are more firm and stiff; with a very light throttle they are slack, for which reason they vibrate when the pressure is just enough to hold them lightly against the bearing surface. You can illustrate the point of rubbing your finger over a pane of glass, holding the finger extended rather loosely against the glass, and note the vibration caused. There is a peculiar noise often heard where the balanced slide valve is used which has a kind of whistling sound when engine works at short

cut-off with very light throttle as when using a drifting throttle, and in some cases it is heard with engine shut completely off when drifting. The noise is caused by the compression attending cylinders raising the valves off the seat as the piston nears the end of stroke, at which time the air blows through between valve and seat into exhaust port and out through nozzle. We don't hear it with the piston valve.

**Q.** Will a valve gear with connections of the pin and bushing type have less lost motion than one with sliding bearings such as those with links and eccentrics, as the Stephenson and Walschaert? **M. M.**

**A.** In the development of lost motion the number of bearings or connections is the important thing. It is of course true that connections which are exposed as the link and eccentric will wear faster than if protected from dust, but it is also true that bearings so protected, having merely a small opening for oil at top, are more often poorly lubricated, account of dirt and cinders or a too thick oil closing the oil hole. The link as in the Stephenson and Walschaert is much exposed, but there are other gears with all bearings better protected against dust that develop lost motion more rapidly. The advantage, however, is with the pin and bushing type of connections if given proper care.

**Q.** Main pins or side rod pins should be renewed, I think, before breaking, as serious results sometimes attend such an engine failure; but unless there is a fracture that can be detected with the eye the pin is considered O. K. here. I think the life of a pin or rod is limited and should be replaced after a certain time. Is it done anywhere? **W. D. M.**

**A.** It is the practice nowadays to replace pins after a certain length of service, depending on the size of engine and nature of work done. Much also depends on whether the connection of main rod to pin is inside of the side rod connections or on the outside. If on the outside, the life of pin is much shorter than if next to pin hub. Five years is given as the life of a main pin on heavy freight engines; eight years on engines in passenger work. The latter figure also applies to side rod pins having

their bearing outside of that of main rods, as they usually show fracture in that time.

**Q.** What allowance is made in diameter of a driving wheel tire for shrinkage where the tire is held on by that force alone? Does the allowance vary with different sizes of wheels? **H. D.**

**A.** There is an allowance of 1-80 of an inch for each foot of diameter for shrinkage in a driving wheel tire. This rule governs all sizes of tire.

**Q.** What are the most common causes for uneven flange wear? The engine I run is in tram all right but is crowding to one side. **RUNNER.**

**A.** If lateral motion between hubs and boxes is not equally taken up, or if wheels are not square with rest of engine, or the engine truck pulls engine to either side, flange wear will be excessive on one side of engine, even though she be in tram.

**Q.** We are having lots of hub wear on driving wheels with grease bearings. We are forbidden to use oil on hubs, or on any bearings run with grease. Too much side motion makes engines ride bad. What is the cause for objection to using oil with grease when it prevents this excessive lateral wear? **R. A. M.**

**A.** Hub wear is always greater when there is no provision made for applying grease directly to the hub bearing. The use of oil in such a case is all right. The objection to using oil and grease together is that the oil softens the grease so it will be thrown off the bearing, as when used on crank pins, but it would not have that effect if used merely to lubricate driving hubs. However, it is not necessary to use oil on side bearings where grease is applied for that purpose by a grease plug being put in hub of wheel, as is being done in some places.

**Q.** Why do driving wheel tires get loose when they become worn down, so they have to be shimmed? I have noticed that the main tires give the most trouble, in fact, almost all the trouble from getting loose. Don't recall having ever had to report a loose forward or back tire. **H. G.**

**A.** The constant pounding of tire on rail draws the tire out, just as a piece of

iron is drawn out by blows of a hammer. This hammering is greatest on the main tire, as the power is applied to that wheel directly. Besides, the main driving wheels wear out of round more than the other coupled wheels, and to this fact, more than any other, may be traced the cause of tire getting loose when worn down, for the drawing out of tire increases its diameter so it often becomes too large for the wheel before giving the required mileage.

**Q.** Are the driving axles turned off whenever engine is overhauled? If so, why is it necessary; and is the wear the same on all axles? **ENGINEER.**

**A.** It is usually necessary to true up main axles when engine had made the required mileage, for a general overhauling. The wear of other axles is more uniform, and they often do not need attention when the main axles need attention. The irregular wear of the latter is due to the effect of steam action on the driving box bearings through compression and the pull and thrust of main rods, which does not affect the wear of other axles, or at least should not, if engine is put up right and properly cared for. It is necessary to true up main axles to avoid rough riding, also heating and pounding at main journals, which is a likely result of uneven contact of journals and bearings.

**Q.** On our road we are taking the relief valves of steam chests off all engines. Can you tell me what the reason is? It was always thought the relief valves were a help to prevent vacuum in cylinders, in that way preventing packing and valve strips from getting gummed up. **H. M.**

**A.** The first movement toward doing away with relief followed the adoption of the superheater. With the use of drifting valve or drifting throttle, the relief valve could not operate anyway, one reason why it was no longer needed; also when drifting throttle or drifting valve was not used the admission of air to cylinder supplied oxygen, which combined with the gaseous oil vapors in the extremely hot cylinders of the superheater engines just at shutting off, formed the proper combination for combustion to take place there, carbonizing the oil so as to destroy not only the valve and piston

lubrication but causing a degree of temperature to take place higher than the melting point of piston rod packing as well, the result of which you all know who have run superheater engines.

In addition to the effect stated above it is claimed by some the admission of cold at shutting off, by sudden contraction of packing metal, contributes to failures of valve and piston packing. Why the relief valve should be removed on saturated engines is not so clear. If it was regarded as a benefit for so many years it does seem strange to discard it now. The same reasons do not present themselves as in the superheater engine, yet the valves are being removed on many roads. The only conclusion one can reach is that it doesn't make enough difference to cause serious concern.

**Q.** The engine I am running will not work at short cut-off unless the throttle be partly closed without valves getting dry. You would think the reverse lever would jump out of quadrant until the lever is let down a notch or two and throttle eased off. There is nothing wrong with lubricator, but that's the way the valves work; as if they were dry. **W. J.**

**A.** The trouble you have may not be the fault of the lubricator, nor a result of the practice of working engine at short cut-off. It is more likely due to the position of the lubricator as regards its height on boiler, or it may be the piping from lubricator to cylinders does not have the gradual downward pitch necessary for a continuous flow of oil to valves and cylinders. With the high boilers of today the space in cab, as to height, is often not enough to accommodate the lubricator so oil pipe for cylinder opposite where lubricator is set will have the necessary fall, and it sometimes happens that oil pipe is so low at forward end, where it emerges from under jacket, that it is necessary to give the connecting pipe an upward pitch to make the connection on steam chamber. This is particularly the case with engines having oil pipe connected with steam pipe as on superheater engines, the point of connection being higher than that of steam chamber or steam chest—a matter sometimes overlooked in laying oil pipe under jacket.

It is possible to work engine with such extremely short cut-off that the lubrication of valve may be not good, but that would occur only in rare instances when the engine was not doing normal work and really need not take place at any time, if engine is properly handled. There is nothing gained by working an engine in that way, rather a loss.

**Q.** What is meant by poor circulation in boiler of a locomotive? How can there be any difference in temperature of lower flues as compared to upper ones when both get heat from same source?

S. W. M.

**A.** Circulation within the boiler means the flowing of feed water to the heating surfaces to replace that which has been converted into steam. If this flow is restricted, as when flues are not properly spaced or water legs of firebox are not wide enough, the boiler is said to have poor circulation.

As to the variation of temperature of flues in upper and lower part of boiler, it is the result of the difference in circulation, as the flues farthest from the point of supply of feed water are likely to suffer most from that cause, and the temperature of these flues will no doubt be higher for the reason that the heat will not be conducted away so rapidly as with upper flues to which the feed water has more free access. It may also be considered in this connection that the colder currents of water within the boiler are below, which is true only when the circulating space is ample.

**Q.** It is said that with piston valve and same valve gear there is not so much lead opening required as with slide valve. What would cause the difference?

MEMBER.

**A.** Owing to the greater area of ports with piston valve, there is less need of lead opening than when slide valve is used. It is the practice on some roads to set piston valves (Stephenson gear) line and line in full gear while the slide valve engines are set with 1-32 lead in full gear.

**Q.** If lead is of no benefit in starting trains, why are our engines given lead in full stroke, the position in which all engines are worked in starting trains?

R. D. M.

**A.** The reason for giving lead in full stroke is to have wide and early enough port opening at short cut-off. It is also claimed the higher compression resulting when lead is given is desirable. There is much difference of opinion, however, on this point. Where Stephenson valve gear is used, the practice is to give very little lead, and in some places the valves are set line and line, or even blind on freight engines, so the starting power of engine is at its best, which is most important, as the starting power of the freight engine determines its hauling capacity. Where much lead is given, the hauling capacity of engine is based on the possible rate of speed she can make, the starting power being of less importance, as in passenger work, so the valves are set with lead enough to give as wide port opening as possible at short cut-off, thus getting the highest percentage of economy and efficiency possible in the locomotive for fast service.

### Little Men in Big Positions

Authority in the hands of some is like the loaded pistol in the hands of a child. Neither should be entrusted with such dangerous weapons. The child may escape injury or the injuring of others, as when the gun is not loaded, and in either case may be excused on the grounds of being irresponsible, while the man who assumes authority over men is handling a weapon that is always loaded, the careless or reckless exercise of which may be, and often is, attended with serious results to all concerned.

We see this fact rather clearly illustrated in the management of men in the railroad train service. Here the chances for becoming involved in situations that must be "explained" are vastly greater than in the case of men working directly under a foreman who, being on the ground, directs the work and assumes some responsibility for the result. The case is different with men employed in train handling, for the conductor and engineer are necessarily guided by their own judgment to a great extent in the matters of much more importance than any the shop man meets with in the day's work, and under such a variety of condi-



tions and character he must continually be on the alert to prevent the things that are liable to happen, and which will sometimes happen in spite of the utmost effort and vigilance on their part. The broad-gauge head of a department knows this. Knows from the report just what effort was made to prevent or remedy the difficulty, making due allowance for conditions necessary to contend with out on the road, and passes judgment accordingly. He is ever mindful of the fact that he is dealing with men; also that loyalty to the company's interests, on the part of these men, is one of the most valuable assets of the company, and he strives to foster that spirit always. Undue severity of sentence weakens or may destroy that sentiment altogether by placing himself and the men in a position of antagonism contrary to the best interests of the company they both serve. This is the logical result of intemperate exercise of authority, a fault frequently shown in latter days by imposing big penalties for engine failures under the present day system of pooling power.

It is the professed aim of the company to utilize the power to the fullest advantage. This idea involves haste in the matter of turning engines at terminals often without proper inspection, or repair, a condition for which the company is responsible, a fact which should be always given due weight by the officers. Even though it is known that engine is liable to fail for steam, or flues are not likely to hold out for the trip, on account of want of time to "go over them" properly, she is sometimes sent out under conditions even in violation of the rule of "Safety First" to satisfy the insistent demand of the train department for power. Where conditions are normal, that is, where the men and the management are both fair, as they are on the average road, the chances of this engine getting over the division with her train all right is much better than if they are not. But conditions are not normal on all roads. There are some officers who believe, evidently, that it is their duty to strike terror into the hearts of the men by generally harsh treatment, and excessive penalties for an engine failure, or

some ordinary infraction of rule. The smaller the caliber of the officer the more severe he is likely to be. The only good purpose such kind serves is to stimulate Brotherhood activity. He comes to the road or succeeds to the office to find a state of affairs which to his unpracticed eye may appear favorable to his roughshod idea of management. The animals appear to be exceedingly tame and docile, so he fires off a few big guns among them, to make them more so, but sometimes finds that he has started something he can't easily stop. These fellows who seemed so gentle that he could give them hell and make them like it, later on may betray a spirit of resentment he had not looked for, and the higher officials of the company in their desire to adjust the trouble are sure to decide it easier to remove the mole than the mountain, which is accordingly done, just as it has been done many times before and as it ever will be done when such conditions prevail.

The head of any department is short-sighted indeed if he thinks he has only the individual to deal with in his arbitrary exercise of authority. Even should he consider the possibility of having to contend with the organizations which may rally to the support of the men, he is still short of the mark. A condition of unrest in any department may continue just so long as it does not affect the service seriously enough to be brought to the notice of the higher officials, but when it does assume such proportions, immediate steps are taken to remedy the matter. The traffic must be moved. The great system of which the men are decidedly important units must be kept in operation. Should it show signs of failing, or cease to work with the customary smoothness so essential to high grade efficiency, someone is likely to investigate the cause. If any obstruction is found, no matter where it be, it is promptly removed and the machine goes on as before. It is a great mistake for an officer to get the idea that he is the whole works of the machine. As best he is but a part, and not the most important one at that, and he may learn, as some already have, that he is not even a part,



that he did not fit into the place to which he was assigned any better than a round plug in a square hole, or contribute to the smooth and efficient operation of the department machine any more than if he were a monkey wrench accidentally dropped into the gearing.

JASON KELLEY.

### Second Letter

CHICAGO, ILL., Dec. 31, 1915.

DEAR BILL: So ye were surprised about the federashun av ingineers and firemen an ye wanta know how did it happen. Well, Bill, it didn't happen at all. As Windy Bill ud say, it came about in the natheral coarse av evints. Lap ordhers overlookin yer hand anyway, a hot excin-thrick er a busted cylindherhead are things that happen Bill, but payday don't happen, no more did federashun. It came about as natheral as a bawky horse. You know if a driver has no thot, an pays no attention ta his horse strugglin up a hill, but ta crack the whip at him when he slacks up a little fer wind, the horse may stop av his own accord, an afther a while the horse gets into tha notion a doin that same whinever he likes. Yes he gets the idea the dhriver is only part a tha load behind him instead o boss on tha job, as he shud be, and would be if he had any sense. Its a case where the horse has more sense than the dhriver, and that aint much but its what sum high athorities call horse sense. But often they have too much sense alltogether and get so thay wont go at all. An sometimes the very driver who didnt know enough to stop the poor baste to get his wind in time, shows woonderful ingeenooity in thryin to make him go agin his will, by pourin sand into his ears, er burnin noospapers under his legs, an so an, an afther these gintle and humane rimidies fail, as thay often do, he resorts to main strinth an sometimes nocks the poor crayther down wud a boord, er anythin handy, but whatever he may do he has a bawky animal ever afther if he lives a hundred years, Bill.

Back in our own day when we fired the little ate wheel Rogers an Hinckleys an Dickee Norrises, an a hundred other kinds,

an wore out our patience an fingernails thryin to keep thare joolry bright, we thot we wur bad off, an we wur at that, an mannys the time we felt like the poor baste that sthopped av his own accord on the hill; an manny a good lad with a high spirret did, but men were cheeper than horses so thay just tied a can to the lad, an hired a fresh one fer his job. An well ye know they kep bildin engines bigger an bigger an thay sthills ornamented wud brass, an copper, an roosha iron, an bright iron, an fancy this an fancy that, an goold leaf an so forth an so on, till it was the divils own job fer a fireman an no mistake. I have been called out of me bed afther a twenty hour trip to wipe off an ould brass McQueen that got a few sphots on puttin her in the house, an I saw yer-self gettin ten days fer paintin the checks av the 248 black, that hell an awl cudent keep polished like thay wanted them ta be. But thares a limit fer everything Bill. Like the fellow dhriving the horse, tha bosses kept crackin the whip at the fireman till the bys bawked and it soon got to be a habit, an from a habit it got ta be a disease.

Do ye know what rayackshun is, Bill? Ye dont I suppose. Well rayackshun is this way. If ye throo a rubber bawl agin anythin, say a window, and the bawl goes throo, thares no rayakshun, but when it dont go throo Bill, like when its thron agin a shtone wall, then it bounces back, and mind yer eye so it dont hit ye, an even so it may do that same anyways. Thats rayakshun Bill. Simple it is too sez you, but what has it to do with firemen? Well Bill ye know thay kep firin bawls at the poor divils an fer a long time they went throo alrite till the boys got together like a shtone wall, an then rayakshun took place. Do ye see the pint? Bill its as plane as the nose on yer face. Thares another kind uv rayackshun Bill, like when ye chase a feller wud blood in yer eye, till he shtops and shows fight, and then the tables turn and ye do the runnin an the other feller does the chasin, and then ye shtop too, but somehow the other lad looks bigger than he did when ye wur first chasin him, an ye change yer mind an keepin on runnin. An thats the way now Bill on ther raleroad. The fire-

men are doin the chasin now. Well its thare turn I suppose. Maybe so. But what has that to do wid federashun sez you, so that brings us to the pint as Windy Smith ud say in the meetin, an he goin along like a throttin horse afther gettin his second wind in a bad break, and not the laist iday he'd have uv lavin off till the meetin was adjourned, an him alone shtill tryin to cum to the pint. Yes, Bill, that brings us to the pint as I sed before. Well ye know when the fireman shtopped on the hill like, an ray-fused to coal up, er wash the paint, er polish the brass, er wipe the jacket, er the windows, er paint the shtacks er froont ends, an fill the loobricaters an take care of the lights, er black the biler heda, er any uv the rest uv the duties too numerous to menshun, that he cud do between thrips, when he shud be in bed; yes Bill when he politely sed hed be damnd if he would, then as the military say, that wur a change in line uv attack. Tha bosses thried to enlist the engineers in thare cause. Up to that time the boys out uv regard fer good fellership an foorce uv habit, wur shtill doin a little in tha cabs to keep things tidy so when the boss saw that, he gav us to undershtand he wud hold us fer the work uv the fireman an if we failed in our jooty to take it out uv him, wipin an scourin an paintin an all, we ud be seeveerly delt with. Seveerly delt with meant anythin from a call down ta time er thirty days suspin-sion, wud a promise uv bein canned the nex time, an sumtimes the promise was made good.

Now Bill ye know theres not a grate site ov room on the deck ov an engine for two men at the besht, but when thays frick-shun bechune them thares no room at all, an when tha engineers, as sum did, thried to make the fireman live up to tha rools as lade down by the boss thay fireman tould them thay cud go south if thay liked or go whether or no, an when a man afther shovelin 20 or 30 tuns uv sclack talks like that he manes it an no mish-take. An awl the time when thay wur thrying to make the poor tallapots wurk 25 hours out of every 24 thay wur also made to shtrickly undershtand thay must deevot thare shpare time soakin up valve

moshun an air brake an thrane rools an so forth, so as to be primed fur examina-shun, anny time when called up fur promoshun. Oh, it wur a joke Bill shure enuff. In the big convenshuns tha big guns wur lamintin the lack uv intelligince in the ranks uv the firemen, uv the want uv material ta make engineers outa, an they declared it a hard problem to solve, but while they were lamentin, the firemen solved it themselves, by cuttin out tha wurk an preparin themselves for promoshun in other ways than wipin an polishin paint an brass. Beleeve me, Bill, it wur a great cum down fer tha bosses, big an little. One uv them remarked when ad-dhressin a comittee uv firemen at an indignashun meetin, throwin up his both hands he sed, "it is now a case of the tale waggin the dog." It wur a big cum down fer some uv the engineers too, Bill, so with the firemen comin up an the engineers goin down thay soon met half way, and sed weer both uv us now in the same boat. So thats the way federashun started Bill, an to giv ye a faint idee uv how its wurkin out, ill tell what big Hank Dawson sed ta his fireman. Sez he, afther whislin off an shakin hands with him "Aw! I ask uv ye now, bein that weere federated is, that ye dont let the fire go out when weere goin up Hanlons Hill." So ye can dhraw yer own conclushens. I'll giv an account uv how things is wurkin later Bill under the federashun.

Your thruly, DAN CASEY.

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## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

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The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

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MEMPHIS, TENN., March 2, 1916.

### EDITOR TRAIN RULES DEPARTMENT:

1. Will you please give an expression on the following order: "No. 3 run fifteen minutes late F to J. This order annulled after No. 3 meets No. 80." Is this not an improper order?

Will No. 3 be considered as running on time after meeting No. 80?

As there are only two stations between F and J, would not a wait order, Form E, be better? How would a train run with respect to No. 3 between J and No. 3's meeting point with No. 80?

2. If a bulletin is issued, signed by the superintendent, that trains 321, 322, 323, and 324 on February 22 are annulled, will it be necessary to have a train order to that effect starting out on an extra on February 22?

If it is found necessary to run these trains on February 22, can they be run on their schedule number or as extras?

3. Why should markers be turned when meeting trains? **A MEMBER.**

**A. 1.** Rule 201 requires that train orders shall be in the prescribed forms when applicable. A regular Form E order is applicable and the Standard Code does not contemplate that the system or method of moving trains shall be changed by using another form of order when the regular forms take care of the movement in the authorized manner. The order is improper because of complications which might arise and because the rules do not sanction departure from regular forms where the regular form can be used. An inferior train leaving J might be misled as to where No. 80 would meet No. 3, and accident result. The danger in the form arises from the fact that other inferior trains may become confused or may not be able to tell where No. 3 will meet No. 80.

2. Bulletin notice annulling certain schedules is sufficient to permit inferior trains to disregard such schedules. If it is found necessary to run the trains after having been annulled, they can only be run extra, or as a section of some other schedule.

3. Markers should be turned at night, when a train stops clear of the main track, because, otherwise, a train passing in the same direction would receive the stop indication from the red light on the rear of the train. The rule is made to apply to a train when it is "clear of the main track" and not specially when meeting trains. When a train is clear of the main track it is liable to be passed or met; hence the rule.

UTICA, N. Y., Feb. 4, 1916.

**EDITOR TRAIN RULES DEPARTMENT:** Train No. 4 has right over train No. 15, and train No. 4 receives this order: "Train

No. 4 will take siding and meet train No. 15 at H." Train No. 4 arrived at H and received this order: "Train No. 4 will meet train No. 15 at G instead of H." Now, the question is, train No. 4 being a superior train, will it hold the main track or take the siding? **A READER.**

**A.** The American Railway Association has ruled that such orders are improper, but in its opinion No. 15 should take siding at the changed meeting point.

The new rules adopted in 1915 have been changed so as to contain the following paragraph:

"When a train is directed by train order to take siding for another train, such instructions apply only at the point named in the order, and do not apply to the superseding order unless so specified."

Of course the new rules are not being used as yet, but the principle as outlined by the rule may safely be assumed now that the new rules have appeared.

DES MOINES, IA., March 9, 1916.

**EDITOR TRAIN RULES DEPARTMENT:** Please give me your understanding of the following: Order No 1: "Engine 1976 run extra A to Z." At D, extra 1976 West received this message: "Change engines with No. 87 when you pass them." Extra 1976 West overtook No. 87 at H, which is a closed office, and changed engine 1976 for engine 1746.

Do orders issued to engine 1976 hold good for engine 1746, or should engine 1746 get new orders? We work under Standard Rules, and when meeting opposing trains if the engine on the train did not correspond to the one mentioned in the order, we have been given a message reading, "Engine No. 1 on 87 instead of engine 10."

**H. H. G.**

**A.** Rule 201 states that train orders will be used for movements not provided for by the timetable. The extra train is not provided for by timetable, and it must, therefore, be arranged for by train order. Rule 206 provides that an extra train will be designated by its engine number; and Rule 97 provides that an extra must not be run without orders from the train dispatcher. It follows that a message directing engine 1746 to change with engine 1976 on the extra is not sufficient authority for the movement of the train beyond H.

That is, the rules require that an extra train must be designated by its engine number and also that it must have orders. This effectually bars an engine from taking the place of engine 1976 unless it has orders to run extra in regular form.

When the engine number is designated on a regular train, and it is found to be in error, there seems to be no good reason why a message will not answer the purpose, but when it comes to creating an extra train, as is necessary when a new engine takes an extra train, a train order is necessary to comply with Rules 97 and 206.

REGINA, SASK., February 6, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
I read in February JOURNAL the question asked about a second section of a train going by while the engineman and fireman were at dinner. Now Rule 31 of Standard Rules states that a section of a train carrying green signals must whistle and get an answer to their signal or stop and notify the train of their signals. Why is second No. 34 not to blame in this case? **DIVISION 828.**

A. Standard Rules, which are now in general use, do not require a train which is displaying signals to stop in case their signal 14(K) is not answered.

The new revised rules which were adopted last fall require such action, but those rules are not being used at present. It is likely that your local rules require the action you suggest.

The answer was given under the Standard Rules as in effect on all roads at the present time, and is correct under standard practice where no special rule is in effect covering the point.

TACOMA, WASH., March 5, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
I would like to ask your opinion on the following order: "Extra East 45 will run ahead of No. 2 A to X." The question arises as to whether the extra should protect itself as per Rule 99.

This order was used on a road which does not have this form of order in its book of rules.

If No. 2 should hit the extra when the extra was not flagging, who would be at fault?

H. A. L.

A. An order that extra 45 East will

run ahead of No. 2 A to X does not relieve the extra from flagging whenever it stops or is liable to be overtaken. The order simply gives the extra authority to make the movement, but it does not change the rules of protection in the least. If No. 2 should hit the extra, as you suggest, and the extra was not flagging, the crew of the extra would be held for not obeying Rule 99. The order does not relieve men from obeying Rule 99.

The order makes no difference with the handling of the two trains except that the extra will run to X ahead of No. 2 instead of clearing the time of No. 2 as it would do if no order was issued.

### Eliminate Steam Pipes from Cab

OGDEN, UTAH, Jan. 8, 1916.

**EDITOR JOURNAL:** Just a few words, maybe I can start something even without scolding the other fellow, telling him what to do, how dues should be paid, how many delegates required to successfully handle our convention business, etc. Our Order is all right and undoubtedly a necessity. If every Brother will try and make himself, if possible, a better engineer, a better man and citizen, our Order can easily do the rest.

The slogan of the railroads today is "Safety First," and is a godsend to all employees, yet so many engine crews are constantly being scalded, fatally, seriously, and so on.

The modern locomotive cab contains a veritable network of steam pipes, and in case of smash-ups, which do, always have and probably always will occur, and entirely too frequent the result, some one is scalded. Now, Mr. Editor, I believe steam pipes can be almost, if not entirely, eliminated both from and in front of the locomotive cabs. I further believe, if our Grand Officers, with the aid of, we will say, Mr. James Gregory, of the Technical Department, take this matter up with the railways' locomotive builders and designers, it might result in some good, probably a financial saving for the railways, a saving in our insurance, and last, but not least, greater than all else, a saving in human lives and human suffering.

P. B. HASLETT, Div. 718.

## Public Press Gleanings

### The Railway Men's Reply

The statement issued in the name of the four railroad Brotherhoods in relation to demands recently made for an eight-hour day will commend itself to the public favor, whether one agrees with its contentions or not. It is conceived in so fair a spirit and presented with so manifest a wish to discuss the controversy on its merits that it inevitably invites confidence.

In the first place, the assumption is denied emphatically that anything like a strike of nation-wide dimensions is imminent. On the contrary, the employees through their national organizations adopt a conciliatory tone. No decisive move will be made without the utmost consideration. These organizations realize, no less than the public and the railroads, what a tremendous sacrifice would be involved in such a walk-out as some have assumed to foresee.

The men are now taking a referendum upon the eight-hour day demand. If the vote is favorable, the demand will go to the railroads about April 1, it is declared. The reply might be expected by May 1. Assuming that the demand was not granted in toto, negotiations would then begin.

Evidently, there is plenty of time for all parties concerned—not least, the public—to discuss the justice of the demands and come to an agreement equitable to everyone. Certainly, no one wants a strike of such proportions as this might become. As certainly, every reasonable effort is worth making to escape so serious a disaster.

The tendency in industry, in the United States, if not in the world, in recent years has been toward the establishment of a universal eight-hour day. It is no longer considered an act of favoritism toward employees, but is founded on the thoroughly reliable observation that a reasonably short work day conserves a workman's utility both for himself and for his employers.

It remains in the present controversy for the railroads and the brotherhoods to translate this industrial fact into the

terms and requirements of great transportation systems. At no point should the large public interest involved be overlooked. — *Cleveland Plain Dealer*.

### Eight-Hour Day Demand

If a locomotive engineer and a fireman can make their engine haul four times as much freight today as it could haul yesterday they may say, "We will not turn over all this difference to the Wall street bankers, but we will take some of it ourselves, either by increased wages or by a reduction in the hours of labor, or by a little of both."

Organized labor argues, and argues well, that you do not necessarily decrease output by decreasing hours of labor.

It is held that a man can work at a higher speed if he works shorter hours and can produce just as much in a shorter time as he would produce if he dragged wearily and discontentedly over a longer period.

There are, therefore, in any ordinary demand for a reduction in the hours of labor two arguments—one, that it is only giving to labor its own increase in productiveness, and the other, that within limits not yet reached it does not reduce the productivity of labor.

But the demand of the railroad employees for a reduction in their hours of labor to eight hours a day stands upon a still more special ground.

These men are operating a very dangerous instrumentality.

Thus the public is interested to help the railroad employees obtain shorter hours, because it tends to help the even distribution of the increasing wealth of the country in which all share, if it is evenly diffused, and in which only a few will share if it is not; and also because it will make for safety in the operation of railways.

If, on the other hand, the managers of these railroads say they cannot grant this decrease in the hours of labor and operate their railroads at a profit, then the answer is obvious: They should surrender these public utilities and let the Government operate them.

These are great public service enterprises, whose first duty is to serve the public, and necessarily public service comes before profit.—*Los Angeles Evening Herald*.

### Mr. Willard Invites Congressional Investigation

Daniel Willard, president of the Baltimore & Ohio R. R., gave out a statement March 7, in which he intimated that Congress should relieve railroads from the pressure of such problems as the present railroad labor situation. Four railroad Brotherhoods are demanding an eight-hour day and time and a half for overtime. If, Mr. Willard argues, common carriers are not allowed to raise rates charged to the public without permission from a regulating agency, the interest of the public demands that no body of men should be allowed to add millions to the cost of operation of the railroads unless permitted to do so by a regulating agency after a full hearing of the facts.

"If such cases of management of individual railroads as the New Haven, Rock Island, Frisco and others, involving the interests of limited sections of the public and of comparatively small bodies of stockholders, were worthy of the attention of Congress," said President Willard, "why shouldn't a matter involving the transportation service rendered the whole public of the United States and the interests of all holders of railroad securities be considered quite as well worth the attention of the same tribunal?"

"Undoubtedly the public is interested in the rights of train crews to fair, even good, rates of pay and suitable working conditions. If it should develop on investigation that these men are not now well paid, considering the nature and circumstances of their service, they should have their wages increased. If it should then appear that the railroads are unable to add such increase to their expenses and still render the kind of service that the public demands, while returning to owners of the capital invested the amount of profit necessary to attract the additional capital the railroads require to enable them to take care of the country's

expanding business, they should be allowed to increase their rates and charges.

"If, on the other hand, it should appear that the engineers, conductors, firemen and trainmen are already fairly paid, then there is no reason why the public should be compelled to pay higher rates simply because these four large organizations have made, or expect to make, most unusual demands.

"Officers of the Brotherhoods have expressed their dissatisfaction with the results of arbitration in the past and have intimated that they might refuse to arbitrate in this case. If they should do that, it appears to me that a congressional investigation, or a thorough inquiry by the Interstate Commerce Commission, acting under a mandate from Congress, might then become inevitable.

"The carriers are not permitted to raise the rates they charge the public unless permission to do so is first obtained from the proper regulating agency. Under proper regulation, also in the interest of the public, no body of men, large or small, should be permitted to add millions to the operating cost of the railroads unless permitted to do so after a full hearing of all the facts. Logically this hearing should take place before the same body that fixes the rates and other conditions of service—that is to say, the Interstate Commerce Commission."—*Railway Age-Gazette*.

### The Eight-Hour Day

At this writing the accredited powers of the four trainmen's brotherhoods have just announced the results of their canvass of the "advisory" ballot of their constituents, whereby they have been instructed to formulate demands in the so-called eight-hour day agitation. This vote, of course, is a mere formality, no one, however unsophisticated, having expected anything other than a vote in favor of presenting and prosecuting the demands. Later on, the demands having been filed, there may or may not be a strike vote, depending on whether or not one side or the other deems it expedient to yield, or whether they both agree to arbitration. And what is there to be expected of a strike vote, should the controversy pro-

ceed that far? A group of organizations so conspicuously successful as these in their wage demands in the past can be depended on to go the limit, relying on the country-wide necessity for transportation service to see them through. What the railroads may or may not do before the argument is decided is entirely conjectural, but should the trainmen decide ultimately to take upon themselves the responsibility of a strike, *it might be a very good plan to let them do so.* To arrive at a realization of one's limitations may take some of the dash out of one's initiative, but that loss is, or should be, well compensated for by the seasoning effect that it has on the judgment, and for a long time there has been a premium on other than the strictly selfish brand of judgment to characterize the activities of the trainmen.

These trainmen's wage agitations are an interesting study in the manner in which they are perceived and supported by the individuals of the organizations who, by the way, are not always responsible for the mistaken conceptions which they entertain. Since both themselves and their brotherhood chiefs comprehend that what they are after is more pay for less effort, it probably does not matter so much if some of them do deviate from the truth, particularly when such deviation is useful in attaining the desired end. As an example, when the Eastern trainmen, three or four years ago, were invited to give expression as to the advisability of striking in support of their demands, they were informed that while the individual trainman had profited by an increase of some 25 or 30 per cent in wages during a prescribed interval just preceding, the increase in the gross dividends paid by the roads involved in the controversy had amounted to something like 140 per cent—very true, to be sure, but an entirely false basis of comparison. To have offered a fair comparison, the gross trainmen's wages should have been contrasted with gross dividends at the beginning and end or at intervening stages of this period, or else the per cent of increase in the case of the individual should have been stated in contrast with the rate of income per dollar of capital invested. This, of

course, would not have made so striking an argument for the consideration of the trainman incapable of making a distinction, and it's rather too much to suppose that the author of the appeal was not fully conscious of its subtlety.

The anomaly in the present instance hinges on the question as to whether there is wanted merely two hours more of leisure per day, or whether or not after all, the present average day with its 35 or 40 per cent greater financial return, under the terms of the demands proposed, is the real object sought for. The idea of the eight-hour day does, somehow, strike one's fancy and considerable popular support of an agitation to attain that end in itself might be counted on. But, mind you, while the trainmen might hide their chagrin in acquiring an actual eight-hour day, it would be only on condition that the present day rate prevail—that is, an increase of 20 per cent in the hourly rate. While in one case the vice-president of one of the brotherhoods was frank enough to state the truth—that the eight-hour basis of wage payment is sought, and not the eight-hour working day—the concerted official dope of the four brotherhoods is that it is the eight-hour day absolutely, without an increase in pay, as though such a thing were possible and were the truth if possible. The establishment of an actual eight-hour day on the present average hourly rate of payment would precipitate a pretty howl as rapidly as the telegraph could carry the news that the demand for such a day had been met. No, indeed, the desideratum is not increased pay—not even though the roads must pay 20 per cent increased cost on the train movement to some other crew for the remaining two hours required to get a given train over the road—not even though it must lighten the train and pay some other crew 20 per cent more on the cost of the train movement for hauling the portion lopped off in order that the first crew may complete its run in eight hours—and particularly not since the first crew would find (for a while at any rate) a fair measure of satisfaction in taking the train for the present ten hours' run on the basis of the present ten hours' pay for the first eight hours and time-and-a

half for the remaining two hours, and as many more as could be conveniently strung along. So pleasurable, indeed, might this be as to make the repeal of the 16-hour law a thing quite to be desired. No, increased pay is not the thing sought for—except to the extent of \$100,000,000 per year—a very modest demand for the 18 per cent of the employees who already receive 28 per cent of the railways' expenditure for labor and are now profiting to the extent of \$100,000,000 more per annum than would be the case were the rates of *twelve years ago* still in force.

It is perfectly conceivable that a large percentage of the trainmen have the idea that they are arguing for more "humane" hours of employment only—their brotherhood officers have said so and are entirely willing that the trainmen should think so—more subtlety, and so thinly veiled as to utterly discredit any individual or group not backed as are these, by a headstrong, self-seeking, organized constituency—a *constituency in which there are those who actually refuse to wipe the smudge off their cab windows for their own safety. Railway managements are freely charged with inhuman motives, notwithstanding all that has been done for the betterment of the employees' condition and the efforts that are still being made for further improvement. When these efforts are rewarded by a moral degeneracy that permits an enginemanto deliberately jeopardize his safety through refusal to compromise a fancied infringement of rights, it is evident that much of the claim for further consideration is discounted.*—*Railway Review.*

### No Intervention in Mexico

The border ruffian raid into New Mexico was a suspiciously convenient affair for interests eager for intervention. It is not possible to believe that there are Americans capable of instigating such a raid, when one remembers what big financial interests have had done at Ludlow and other places. The United States Government must protect against ruffianly assaults upon citizens living within its jurisdiction, and has found it necessary to send troops over the border to locate and arrest the guilty miscreants. But

that does not and should not imply interference with internal affairs of Mexico. There must be no temptation held out to those financially interested to try to bring intervention about by encouraging a repetition of the invasion, or by stirring up trouble in Mexico. Perhaps if American and other foreign monopolizers of Mexican lands were compelled to reimburse the victims of the raid there would be peace along the border hereafter.—*The Public.*

### Attitude of the Press

It is most lamentable that so great an institution as the press should have such a weakness as its craving for news. Newspapers may vary in every conceivable manner save one: they must print news, important news if possible, but news. If by any mischance the editor has overlooked something, no matter of how much importance, he may not publish it the next day; for it is then no longer news; and he must fill up his columns with the inane nothings of those who may momentarily attract attention. Such a state would be deplorable if it led to nothing worse. But the popular value of the paper having been estimated on this basis, a premium is placed upon dishonest news. The news gatherers, realizing that the circulation of the paper depends upon its being filled with the latest world gossip, and knowing that if they do not furnish it some one else will, are tempted to distort facts, and invent them when they are absent. The speaker who delivers an address containing many truths may receive a brief paragraph. Should some one in the audience call him a liar, he may get a quarter of a column. Should the inter-rupter hurl a cabbage or an egg, it is good for a column.—*The Public.*

### The Labor War

Four Colorado miners, Enoch Muir, Mike Salvage, Fred Garcia and Arthur Quinn, were acquitted on March 1, at Castle Rock, of murder charges resulting from the riot in the Walsenburg district of April 27, 1914. Altogether 75 men were indicted for participating in this affair. The acquittal of these four makes doubtful the prosecution of the others. (See vol xvii, p. 416.)—*The Public.*



## National Legislative and Information Bureau

### THE CLEARANCE BILL OPPOSED

It has become known that the Interstate Commerce Commission, responding to the request of the Committee on Interstate Commerce of the Senate for the views of the Commission respecting the Thompson-Decker bill to require safe and sufficient clearance space between structures located along the roadways and locomotives and cars passing over the tracks of interstate railroads, is not prepared to recommend its passage. The sole reason assigned by the Commission for its objection to the enactment of this safety legislation is that the passage of the bill would add to the work of the Commission. It is pointed out that the bill proposes to extend the authority and duties of the Commission to fixtures including structures and obstructions along the roadways of the carriers and would, if enacted into law, impose extensive supervision, inspection and regulation in a field not heretofore covered by acts of Congress.

The Commission asserts that it would require the employment of many additional inspectors, although the sponsors of the bill had not contemplated that this would be the case. The Commission expresses no opinion, it is said, as to the question of public policy involved in the requirements of the bill and the question of liability for damages in consequence of any failure on the part of the railroads to perform their duties under it.

In view of the fact that the organizations have always favored the granting of reasonable powers to the Interstate Commerce Commission and have been largely instrumental in building up the safety appliance and boiler inspection divisions of the Commission and in securing appropriations for the appointment of inspectors, and have also favored the recommendation of the Commission for an increase in the number of Interstate Commerce Commissioners, the opposition to the bill for the reasons stated will no doubt surprise the members in whose interest the clearance bill was proposed.

Manifestly a measure like the Clearance bill, which will tend to stop the needless killing and maiming of hundreds of the citizens of this country who ride on the railroads, should not be defeated because as an incident to its enforcement some additional work may be required of the servants of the public, and the bill will be pushed notwithstanding the objection of the Commission.

### DANGEROUS BILL SIDETRACKED

On March 1, after a short preliminary skirmish, the House of Representatives effectively put on the sidetrack, for the time being, at least, the bill (H. R. 12420) to codify, revise and amend the laws relating to common carriers of interstate and foreign commerce and within the District of Columbia, and combinations in restraint of trade, which was opposed by the organizations because of the menace to all of the laws that have been secured through Congress for the protection of the railroad employees that it contained.

Representative Watkins, chairman of the Committee on the Revision of the Laws, which had reported the bill favorably to the House, called it up and Representative Mann promptly interposed an objection. As a result of this objection, under the rules the House automatically resolved itself into the Committee of the Whole House on the State of the Union to consider the bill, and on a vote being taken, the committee refused to further consider it; thereupon, the committee arose and the House agreed to the action taken in the Committee of the Whole. Mr. Watkins failed to secure a roll-call—only four members rose in favor of a yea and nay vote.

The reason for the refusal of any considerable number of the Representatives to take up this proposed legislation at all was stated by Representative Mann as follows:

"I am informed that the bill makes a lot of changes in relation to safety appliances for railroads, provisions that we worked upon for years, that are entirely unjustifiable and which no codification committee ought to have made, and I am

not going to allow the bill to be considered if I can help it."

This bill was introduced and printed in a document covering 567 pages. It was divided into 13 chapters and 382 sections. A copy of the bill was secured by the National Legislative Representatives and on an examination it was found to contain, in addition to a vast amount of other legislation, what purported to be the existing law in governing passes to employees of railroads, safety appliance acts, locomotive boiler inspection and locomotive safety laws, the accident reports and medal of honor acts, ashpan law, hours of service act, the employers' liability act, the Newlands act providing for mediation, conciliation and arbitration, and the labor sections of the Clayton act, all of which have been secured after years of persistent effort.

It was discovered that many changes, rearrangements and alterations in these laws were made, some of which appeared to be very detrimental from the standpoint of the employees, and the legislative representatives took prompt action to inform the committee and members of Congress of the objections to the bill, stating that they would strongly oppose any movement, under whatever form it might be attempted, that would weaken or introduce doubts and uncertainties into these laws that have been enacted for the protection of the railroad employees.

This bill, and the result of the action taken in exposing its effect, illustrates the fact that it is as important in matters pertaining to legislation to head off inimical laws, and prevent the modification or repeal of those that have already been secured, as it is to procure the enactment of further legislation.

#### HEADLIGHT RULE HELD UP

It is a trite old saying, that "the mills of the gods grind slow." On March 4, 1915, the bill which had been passed by both Houses of Congress, to extend the locomotive boiler inspection law to include other parts of the locomotive and tender was approved by the President and became a law. By its terms it became effective September 4, 1915. During this period, in accordance with the requirements of the law, a proposed code of

rules was prepared, and a conference held August 23rd, between the representatives of the carriers, the employees and the chief inspector, to discuss the rules. A further conference was held, September 25th, and an agreement reached upon all, except the headlight and bell-ringer rules. The matter was submitted to the Interstate Commerce Commission, September 28th, and hearing was had, which lasted five days, including one night session.

On October 2nd, an order of the Commission was issued, approving the rules upon which agreement had been reached, and permission was granted for the filing of briefs in review of the hearings on the headlight and bell-ringer rules. The carriers filed their first brief, comprising eighty-one pages, November 2nd. On November 17th, the employees filed their reply brief, covering seventy-five pages, and on the 27th, carriers filed their reply to the reply of the employees. The second carriers' brief covered forty-six pages. The International Acetylene Association asked for permission to intervene and file a brief, which was granted. The matter was set down for argument before the full Commission on December 4th. A statement was read by the chief inspector of locomotive boilers, Brother Frank McManamy, and the argument for the respective parties made by the Acetylene representative, counsel for the carriers, and President W. S. Carter and Grand Chief Engineer W. S. Stone.

On account of some matters submitted by the chief inspector, carriers asked for permission to file a supplemental brief, which was granted. This third brief of carriers was filed December 14th, and consisted of twenty-four pages. The employees had permission, and filed a reply to the reply of the carriers to the argument of the chief inspector, December 24th, covering twenty-two pages. This was the final paper in the case, and the matter was then left to the Commission for a decision.

The rule recommended by the chief inspector and supported by the organizations was for a headlight that would illuminate the track ahead a distance of 1,000 feet under normal conditions, at the same

time permitting the use of a less brilliant headlight under certain circumstances. The rule of the chief inspector also provided for two headlights on back-up engines. The carriers asked to have approved a highly technical formula, which would permit the continued use of the poorest type of oil headlight now in service on any railroad in the United States, and the issue which the Commission has taken so long to decide is between these two rules.

From the number of communications of inquiry being received by the National Legislative Representatives, it is evident that the members in various States are becoming anxious about the outcome of the matter before the Commission, especially on account of the effect the delay is having upon the enforcement of State headlight laws, and the members will no doubt be interested in knowing just as soon as possible what the final outcome will be.

H. E. WILLS, A. G. C. E., B. of L. E.  
P. J. McNAMARA, V. P., B. of L. F. & E.  
W. M. CLARK, V. P., O. R. C.  
VAL. FITZPATRICK, V. P., B. of R. T.  
Legislative Representatives.

### The Industrial Committee's Good Work

The hearty endorsement of the Crosser bill by the Committee on Industrial Relations is alone enough to justify the existence of that organization. This committee, supported by private contributions, is ably continuing the work of the official Commission on Industrial Relations. It contains the four members of the official body, Frank P. Walsh, James O'Connell, Austin B. Garretson and John B. Len-

non, who had the courage to express fundamental opinions which they held, in their final report. It has as additional members Frederic C. Howe, Amos Pinchot, Bishop Charles D. Williams, Dante Barton, John P. White, John Fitzpatrick, Helen Marot and Agnes Nestor. With permanent headquarters in Washington, the Committee is keeping watch over the proceedings of Congress, and depriving Congressmen of the excuse of ignorance when they want to vote wrong. — *The Public*.

### Safety First

The United States Government is holding an exhibition in Washington, D. C., for the purpose of showing what is being done in the safety first movement. This exhibit covers all industries over which the Government exercises supervision. All the different safety appliances used and required are shown and explained by illustrated lectures. Thousands of people attend every day, and much interest is taken in all the exhibits shown.

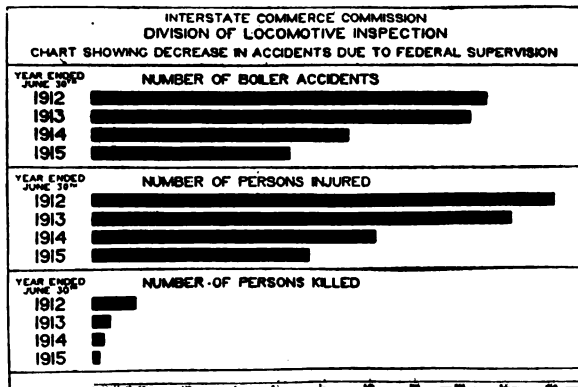
There is always a crowd around the inspectors, who are showing the results accomplished by the Government Boiler Inspection Bureau.

Many of you will recall how bitterly the railroads opposed the passage of this law, expert mechanical officials going on record and staking their professional reputations that the enactment of this law, placing locomotive boilers under United States Government inspection, would not save one single employee, either from death or being crippled.

In the exhibit mentioned above hangs a large graphic chart, showing the results

of four years of Government inspection, and for your information we reproduce it herewith.

This speaks louder than mere words. Many of our members are alive today who would not be had it not been for the fact that this organization, assisted by others, succeeded in having the law enacted, and in having men placed at the head of the Bureau who enforced it. W. S. S.



# Interstate Commerce Commission Safety Exhibit

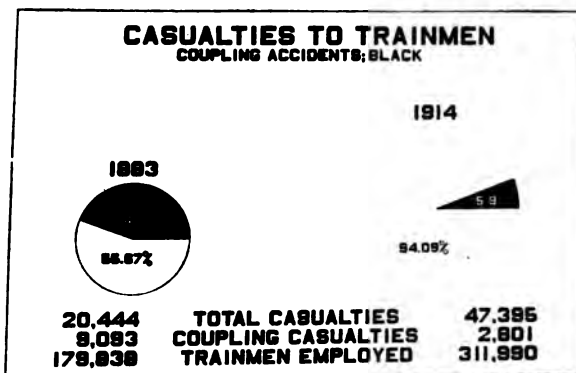
The exhibit of the Interstate Commerce Commission at the United States Government Safety First Exposition held at the new National Museum, Washington, D. C., from February 21 to 26 inclusive, indicates beyond doubt the beneficial results of federal safety legislation.

Three perfect model cars fully equipped with all the safety appliances required by the Commission's order of March 13, 1911, a small model locomotive boiler arranged so as to illustrate the water circulation, as well as a number of excellent charts graphically illustrating the remarkable decrease in the number of casualties to railway employees since the passage of the federal Safety Appliance and Boiler Inspection acts, were on exhibition.

A model block signal system about 25 feet in length, illustrating the protection provided for by a block signal system, was in full operation. The model had two sidings and the system on exhibition was designed particularly to illustrate single track operation. Intermediate signals were shown between the block signals by means of lights, and the model was fully equipped with standard relays used with direct current operation and worked perfectly.

Failed material that had been the cause of quite a number of the accidents investigated by the Commission on account of transverse fissures in steel rails, as well as failed car wheels and failed bridge material, and material from failed locomotive boilers, were on exhibition. In addition to the failed material that had caused accidents a great number of test pieces that had been used in metallurgical work were also shown.

Model couplers of a great many of the different types of couplers used on railroads, as well as emergency knuckles and other parts that are necessary in making repairs in case of the failure of the couplers, attracted a great deal of atten-



tion, and caused favorable comment.

Two hundred stereopticon views illustrating many of the accidents investigated by the Division of Safety and Boiler Inspection divisions of the Commission were shown on screens, and were very instructive in illustrating the behavior of different types of equipment in various kinds of accidents, and what the improved equipment accomplished in reducing accidents.

The accompanying charts relative to reduction in accidents, and increase in ton-



nage carried one mile per trainman employed, hang in the office, and strike the eye of the visitor as he enters, and they tell a striking story of efforts toward safety and efficiency.

H. W. BELNAF, C. I.

# THE JOURNAL

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THE GARDNER  PRINTING CO.  
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APRIL, 1916

## Eight-Hour Day Preparedness

The organization of a great army is presented from all quarters in scare headlines; the newspapers which make the most of the subject are those which sell large advertising space, and to increase circulation paint our lack of a large army in lurid colors. It is not our purpose, however, to discuss the influences that actuate the owners and editors of the newspapers, but it reminds us of what President Lincoln said to Joseph Medill of the *Chicago Tribune*, when he went to see the President in an effort to get Chicago relieved from raising an additional 6,000 men for the army. The President listened to his request and said: "You, Medill, and your *Tribune*, have had more influence than any other paper in the Northwest in making this war; go home and raise your 6,000 men." They did, but they got the other fellow to go.

The preparedness we would discuss is the need of having all engineers a unit. We are asking for an eight-hour day, and we have a tangible reason for preparedness, not for war, but to sustain

our representatives to whom we have delegated authority to present our request for better conditions of service, and we feel that every man who runs a locomotive in railroad service should conclude to use his best endeavors to help elevate the standard of his vocation by joining the Order.

We know that there are not many who are standing alone and taking the benefits that accrue to engineers and contribute nothing, but there may be some who forget that those who are not with us at least assume the attitude of being against us. If there are any who stay out because of some personality they should remember that this is an international institution, ethical in principle, and that personal feeling is not a valid excuse for not performing a recognized service due a body of men who have spent their time and money creating improved conditions which go to all men in the service, and all should share in this work and expense.

So we hope every one will conclude to add his personality and influence to help on the good work, so essential to the welfare of all engineers and their dependents. The railroads are all represented in an organization composed of officials backed by unlimited funds, and with a oneness of purpose to prevent acceding to our request for new and better conditions of service; and all men in train service, and engineers in particular, should be all in line as members of the B. of L. E.

The great work it has accomplished, and the social and moral uplift that has come through its influence, ought to be enough to gather in every engineer whose character and fitness make him eligible. No man can find a tangible reason for failure to support the institution that, with great effort and expense, has provided higher wages and better conditions of service of which he is a beneficiary.

We are having a large influx of new members, but we hope every man will see the consistency of holding membership in the Order, and to do the things that are required to help sustain the institution which benefits him.

### The Eight-Hour Day

In the editorial department of the *Railroad Review* appears an article under the heading of *The Eight-Hour Day*, in which the editor, among other nasty things, says:

"The men who man the trains are getting \$100,000,000 more than would be the rates of twelve years ago."

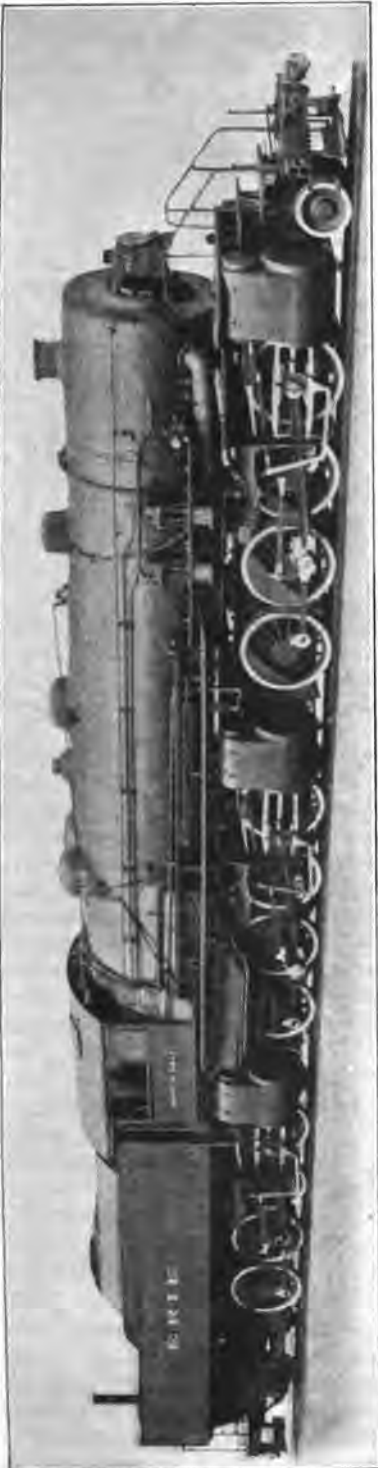
We do not know how he gets his figures, nor what he bases such a statement on.

The Interstate Commerce Commission's statement, as will be observed in the chart on another page, puts the number of employees in train service in 1893 as 178,838, and in 1914 as 311,990 — almost twice as many. But if he has figured the increase per man, we will be fairly satisfied, and will invite attention to the other chart from the same source which shows that the number of tons of freight carried one mile per trainman employed in 1893-4 was 500,000 tons, and in 1914 the number of tons per trainman had grown to 930,000 tons—almost double that of twelve years ago; and we do not think we are committing any crime in asking that those who do the work of handling this greatly increased bulk of business should share in some degree in greater profits incident to it, especially when the men have to do it with such massive power as shown in our illustration, or various grades of the same breed, with a mile of cars behind it.

The Matt Shay locomotive shown in our illustration is 105 feet long and weighs 853,050 pounds. It has actually hauled 251 fifty-ton fully loaded gondola cars, the total weight of the train load being 35,824,000 pounds. This powerful locomotive is capable of hauling 640 freight cars in a train  $4\frac{3}{4}$  miles long, weighing nearly 90,000,000 pounds.

If there are any who think those who handle the great power now in use moving the traffic of the country get too much money for the service, take a look at one of these monsters, hitched to a train so long that a man looks about the size of a fly at the other end of the train, then think what would happen with someone in charge of the locomotive who had not had years of training to fit him for the great responsibility that naturally goes with such service; then consider the

THE MATT SHAY LOCOMOTIVE



fact that if he makes a mistake, or forgets any of the long list of rules, he is liable to lose his situation, and possibly lose his occupation.

### An Unpatriotic Appeal

There may be legitimate argument against the increased expenditures for military and naval purposes on the part of those who are conscientiously opposed to war and militarism of any degree, but the circular of protest in circulation which is credited to the organized locomotive engineers and is based on the plea that the proponents of preparedness are chiefly large industrial and financial interests, deserves to be condemned without qualification. — *Philadelphia Evening Bulletin*.

If there is any such protest in circulation as stated by the *Philadelphia Bulletin*, it is without the knowledge of the JOURNAL Department, which is the means through which the public is usually given the principles of the organization. No convention of representatives of the B. of L. E. has ever voiced such a sentiment, and it is not true as representing the voice of the organization. The *Bulletin* says that "The statement in the circular is based on the plea that the proponents of preparedness are chiefly large industrial and financial interests, deserves to be condemned without qualification." Yet it acknowledges in the next paragraph that it is essentially commercial when it says:

"The interests of capital and labor would be identical were a foreign foe to appear off the coast and menace the security of the industrial and transportation plants of the Atlantic States. Their interests are identical in the maintenance of American rights on the seas or in other lands, and in keeping the ways of commerce open."

If "the security of the industrial and transportation plants of the Atlantic States, the maintenance of American rights on the seas or in other lands, and keeping the ways of commerce open" is not financial interests, we do not know what would constitute it. The homes, lives, and personal interests of the great mass of the American people are given no place in the *Bulletin's* statement of what preparedness is for.

The article evidently comes from a

very biased source, with an evident intent to discredit the Brotherhood. The rest of the article shows where the sympathies, or personal interests, of the writer are.

"There is no necessary clash between the forces of labor and those of the Federal Army, and the prejudice of the former against the latter is the result of a false doctrine which anarchistic agitators have been fond of preaching—that all government and law is galling oppression to the worker.

"The Brotherhood of Locomotive Engineers and Firemen has just been voting in support of a demand for better working conditions, and they have been making appeal to public opinion for its indorsement of their cause, and there has been much in the conservative leadership of the organization in the past to deserve and win the public confidence. But if it shall appear, by reason of such an unpatriotic propaganda as this, that the organization has been given over to the Debsites and their antagonism to law and its proper agencies, the public will withdraw its hand."

The whole article is evidently written to please the "interests" and discredit the organizations that are asking for an eight-hour day.

### MEXICO

We would ask the *Bulletin* who it is that wants the Government to buy the northern states of Mexico, with Uncle Sam to assume authority over it. Is it the common people? Carranza is saying that Villa is assisted, or prompted, by the interests, in order to compel intervention. We do not assume that Carranza is correct in this statement, but intervention would protect the millions the "interests" have invested in the mines in this territory, and it would mean millions in supplies for the Army, and is perhaps a natural inference—at all events, no other factor of the American people would desire any such purchase—as the army to protect it would have to come from the working classes who have no financial interests to protect in that country.

### COMMON WELFARE DEFENSE

When the common interest of the United States is endangered, whatever the cause, the members of the railroad organizations will furnish their share of gun carriers, and will be found as loyal



as any other class of American citizens, regardless of the insinuations of the *Philadelphia Bulletin*.

#### PREPAREDNESS

Our members have no antipathy against the Army, and are not opposed to preparedness for the common defense of our common country's interests, but it cannot be expected that we are so dense as not to observe, and be individually affected mentally, by the use of armed forces in Michigan, West Virginia, and Colorado, to foster the "interests" with none of the members thinking it unfair, just because the *Bulletin* commends it.

#### THE CURE FOR PREJUDICE

The *Bulletin*, of course, thinks as the rest of the interests do, that Governor Hunt of Arizona is a disloyal subject when he refuses to be partisan, and refused to have the Army made the "cat's-paw" of the interests of Arizona by its use to suppress the working people. The interests wanted him recalled, but the people of the State were satisfied to have him remain and look to the interests of all the people, and with his example followed in other States, the antipathy to the Army will fade away, regardless of the influences the *Bulletin* thinks responsible—the Anarchist, the Socialist and Debs—and the way will be clear for any sized army the country needs, and the members of the B. of L. E. will not fall behind any other class in helping to make up the total force needed to maintain the dignity of the nation, whether its trouble is foreign or domestic.

#### The Four Unions Federated

We have before us the March number of the *National Rip-Saw*, in which Editor Eugene V. Debs discusses our eight-hour movement, under the heading of "The Railroad Eight-Hour Day;" and as we have some members his attitude will interest, we quote some of his main strictures, criticisms quite natural for Eugene, who at one time was a member of the B. of L. F. & E., Secretary-Treasurer and Editor of the *Magazine*, but he took to other theories, and left the labor organizations to die of dryrot, as he came to believe that the cure of the evils that

come to labor could find an antidote only in politics, and we do not question his honesty of conviction; but presuming to represent the common people who work for a living, we do not understand how he comes to think he can help one class by doing his best to destroy the power for good of the other. But we will leave our readers to judge of what he says in the following selections from his editorial:

"The movement of these employees is in the right direction, its purpose legitimate and proper, and it ought to have the backing of the entire labor movement, but there are serious objections from the true union point of view which must be considered if success is to be achieved.

"First of all, the four unions named are demanding the benefit of this movement for themselves alone, not caring a rap for any of the rest. This is wrong. All the employees ought to be included.

"The employees of the railroads outside of the train service are just as much entitled to the benefits of this movement as are those in the train service, and they should boldly assert themselves and refuse this last offer to them of the cold shoulder. They need not wait to be invited to join the movement, but should make their demand for a place in it, and get it, or know the reason why.

"We are for the movement and shall back it up, for it is right as far as it goes, but it has got to go far enough to do justice to all and not to a favored few who are interested only in feathering their own nests and not caring a whoop for those who are not in on their deal.

"We repeat emphatically that it is high time to put an end to such craft union aristocracy and exclusiveness; an end to having the company's favorites sign up and bound fast to the company and then having the concession made to them gouged out of the rest, and if they dare go out on strike have them scabbed out of their jobs directly and indirectly by the very favorites who are instrumental in forcing them to strike.

"Now is their time! If their voice is heard they will have to raise it them-



selves. Let them all demand their place in the eight-hour movement and absolutely refuse to be shut out of it by any self-appointed dictators as to who shall and who shall not be included in it.

"If the employees in the train service are clear-sighted enough to see what is for their good they will realize that the old policy of going it alone and letting the devil take the hindmost is 'played out and that there are many thousands of railroad men in the country who have been beaten out of their jobs by that policy and who will not scruple when the time comes to settle accounts with those who profited by that policy. They will realize that if they go out on strike alone thousands of their own members who have scabbed in the past will scab again rather than risk their jobs.'"

### Immigration

The Bennett Immigration bill (H. R. 103841) has been reported by the House Committee, and is now on the House calendar.

This same bill was vetoed by Presidents Taft and Wilson, and failed of being passed over these vetoes. The bill embodies the recommendations of the Immigration Bureau, of the experts of that League, and of some of the most important medical organizations of the country, and its passage was recommended by resolution at the late convention of the American Federation of Labor. The bill raises the head tax to \$8, but exempts children under 16 from the tax. It extends the period for deporting undesirables, requires a reading test in any language or dialect which the alien may choose, with liberal exemptions to prevent the separation of families. It excludes Hindu, Chinese and Japanese aliens, except as provided by treaties or agreement, and strengthens the provisions for the inspection of mental and physical defectives.

This clause has passed the House or Senate 23 times in the last 19 years, but has been held up by the influence of the class who desire cheap and ignorant laborers who do not know what decent living is. Statistics in 1910 showed that there were approximately 14,000,000 for-

eign aliens in this country, of whom 1,650,361 were classed as illiterates, and among them were Hindu laborers, of whom it is said that the cost of one, living like Americans, would be sufficient to maintain 20 Orientals, and most of us are familiar with the wage destruction of the lower classes from many of the European countries.

They come in droves, and live on what our dog would not relish, and save enough to go back to their native country, leaving behind nothing but the destruction of a decent wage for others of their kind who live on bread and onions, or worse fare.

We talk about preparedness, and while we are discussing it entertain in our midst a horde of foreigners who are not citizens, and never intend to become such, and the Bennett law ought to pass, and have more restrictions to follow, if a greater proportion of them do not apply for citizenship and become loyal American citizens. Foreigners should be welcomed, but they should be of a character that not only will make good citizens but desire to become citizens, and get in line with our way of living, and show their appreciation of the greater liberties and opportunities by an allegiance to our laws and country.

Our members should take an interest in this statutory amendment to the immigration law, and ask their members of Congress and Senators to favor the bill.

### Railroad Commissions and Railroads

The railroads are almost wholly interstate in character, and it requires little thought to realize how unsatisfactory and unbusinesslike it makes the conditions for the railroads with a commission in every State demanding all sorts of conditions from the roads. The great thoroughfares should have one boss instead of forty-nine, and the rate making should be done by one factor of the Government, so that a survey of the whole territory may be before them, when all the varied conditions can be readily seen, and rates made that are just, both to the shipper and the railroads.

No other kind of international business

could live under such unknown and unfixed conditions.

We realize that politics create demand for political place, and that state railroad commissions create some 250 to 300 places, but aside from state pride, we do not believe the public is at all benefited by the present pulling and hauling process, each state fixing, in some instances, conditions that make any profit impossible.

We hope the time will soon come when the Representatives and Senators will get consent of all the States to put the rate-making power into the hands of the Interstate Commerce Commission, or some other commission created for that special purpose. The present process is out of harmony with all interest in interstate business; there should be one law emanating from Washington to govern interstate traffic, and the liability law should apply in all States alike. Too many bosses are destructive of system, which is absolutely necessary to the success of any great business enterprise.

#### Interstate Commerce Commission—Division of Locomotive Boiler Inspection

WASHINGTON, March 17, 1916.

The United States Civil Service Commission announces that there will be an examination held on May 3 and 4, 1916, for the purpose of establishing a list of eligibles from which to fill any vacancies that may occur in the force of inspectors provided for by the locomotive boiler inspection law as amended March 4, 1915. Application blanks may be obtained from the Secretary of the United States Civil Service Commission, Washington, D. C., or from the Secretaries of the United States Civil Service Commission Boards for the various districts.

Yours very truly,

FRANK McMANAMY, Chief Inspector.

#### LINKS

THE next biennial meeting of the B. of L. E. of the Baltimore & Ohio R. R. system, will be held under the auspices of Capt. S. S. Brown Div. 370, in the I. O. O. F. Temple, corner of Second and Flowers ave., Hazelwood, Pittsburgh,

Pa., on April 24 and 25, 1916. The committee hope that each Division will be represented by a large delegation at this meeting as it will do good work in a manner that is needed at the present time.

G. W. BOGARDUS, Chr. Com.,  
5211 Glenwood ave., Pittsburgh, Pa.

THE members of Jersey Shore, Pa., Div. 424, are pleased to announce the appointment of Bro. David Bryan to the position of assistant road foreman of engines, Pennsylvania division N. Y. C. R. R., with headquarters at Clearfield, Pa. As an engineer Brother Bryan was always one of the best in service, ability and deportment; one of those whom the officials could always depend upon. And while extending congratulations to Brother Bryan we are also very grateful to our officials for selecting him for this very important position, and trust it is but a stepping-stone to further advancement.

Yours fraternally,

A. B. POORMAN, Div. 424.

AT a meeting of Div. 61, Boston, Mass., held on March 12, we were treated to a very pleasant surprise, something that I believe does not come often to any Division, and certainly not to 61.

There was presented a letter with the substantial enclosure of \$100.00, from Engineer Geo. W. Blood, of Stoneham, Mass. Mr. Blood had been prevented by circumstances from becoming a member, and when he did feel he could come in, he was barred by the age limit.

He is sorry for this now, and to show his sense of moral obligation, he asks Div. 61 to accept the one hundred dollars as his contribution in appreciation of the benefits coming to him by the efforts of the B. of L. E.

Mr. Blood is an engineer on the Boston & Maine, Southern division, and is respected by all who know him.

Div. 61 will esteem the favor of space in the JOURNAL.

Yours fraternally,

T. H. VRADENBURGH, S.-T. Div. 61.

AS a testimonial of appreciation, Mr. J. T. Flavin, master mechanic of the Indiana Harbor Belt Railroad, was present

ed with a handsome leather chair and smoking jacket, by the employees of the railroad and Belt shops.

Mr. Flavin has been relieved of the duties of master mechanic of the Indiana Harbor Belt Railroad on account of the Belt Railroad having established their separate mechanical department.

Mr. Flavin will still be master mechanic of the New York Central Railroad, in charge of the shops and engine houses, with headquarters at Gibson, Ind., as in the past. — *Hammond News*.

At a regular meeting of Div. 186, Brotherhood of Locomotive Engineers, held in Denver, Colo., February 16, 1916, the following Preamble and Resolutions were unanimously adopted:

WHEREAS, Mr. A. D. Parker, who has been for many years the vice president of the Colorado & Southern Railway, has tendered his resignation, effective March 1, 1916, Therefore, be it

*Resolved*, That nothing could have occurred that would create greater and more keenly felt disappointment among the C. & S. members of this Division.

In his departure from the control of this Company, the employees lose a friend that is rarely found among executive officers. The Railway Company loses an official of such even poise, that if railway officials had always pursued his methods of handling men, neither State nor Federal regulating commissions or protective labor organizations would ever have been a necessity, for Mr. Parker requires no law to keep him in the straight and narrow path of Truth, Justice and Equity.

In the few heart-felt words of regret expressed above, we convey all the feeling that we are capable of giving to a man, whose first and every thought is prompted by "Do unto others as ye would that others should do unto you."

W. W. HALL,  
W. H. BROWN,  
THOS. H. DUGGAN,  
Committee.

OLD-TIMERS met at Ramona Lodge 386, B. of L. F. & E., January 22, 1916, and tendered a banquet to the members of the Ladies' Society. Among the in-

vited guests were: G. W. Wrightson, of Ravenna, N. Y., a member of Div. 441, B. of L. E.; C. H. Barton, of Waterville, Me., a member of Div. 814, B. of L. E.; Geo. W. Davis, of Denver, Colo., a member of Div. 186, B. of L. E. Brothers R. V. and J. M. Dodge, of Lodge 386, were present, they being the oldest consecutive members of the B. of L. F. & E., having over 40 years' continuous membership. The Dodge brothers were charter members of Triumphant Lodge 47, organized in Chicago, Ill., in 1875.

Brother Wrightson, of the New York Central Railway, was the life of the meeting, he being over 75 years of age, and feeling as young as many of the new members of the local lodge. He led in the calling off, dancing, story-telling and other features of the occasion. (Brother Wrightson has the distinction of having pulled the train bearing the body of Abraham Lincoln over his division on the New York Central in 1865.)

Bros. Barton and Davis added to the many pleasant features of the occasion.

Brother D. L. Marrs, the veteran Secretary of Lodge 386, was an old acquaintance of Bro. Geo. W. Davis, having worked at the same place and on the same road, the Union Pacific Railway, in 1881-1890, at Denver, Colo.

The ladies of the Ladies' Society Lodge 377, Pride of San Diego, were the principal speakers at the after-dinner speaking.

Ramona Lodge 386 was well represented and the younger members enjoyed reminiscences indulged in by the old-timers. The days of woodburners and hook-motion engines were recalled, and even the days when it was necessary to stop the engine to open the cylinder cocks one at a time.

It was well on to Sunday morning when the reluctant parting came.

Fraternally,  
DAVID L. MARRS.

ON March 4, 1916, a system union meeting of the B. of L. E., of the Southern Railway, was held in Asheville, N. C., in the rooms of Swannanoa Div. 267.

There were present with us on this occasion, Bro. W. B. Prenter, F. G. E., and Bro. W. E. Futch, President of Insurance, also Bro. B. R. Lacy, State Treasurer of North Carolina.

We had expected a larger crowd when it became known that Brothers Prenter and Futch would be with us, but the heavy business at this time prevented a large number of the men from obtaining leave of absence.

The meeting was called to order by Chairman J. H. Sullivan, and Bro. J. I. Whiddon, general chairman Southern Railway, was elected chairman of the meeting. The talks of our Grand Officers were both instructive and beneficial, along all lines of interest to the B. of L. E.

A much enjoyed talk was made by Bro. B. R. Lacy, who is a member of Div. 339, Raleigh, N. C., and has been Treasurer of North Carolina for the past 16 years, and we hope he will be reelected. The meeting was a success, and a better understanding of all the problems we have in common was reached and the ties of brotherhood and friendship drawn closer.

An elegant banquet was served the members, visitors and friends, by the French Broad Div. 409, G. I. A., at 8 p. m., at the Masonic Temple. Bro. J. H. Sullivan acted as toastmaster, and intro-

duced the speakers in an original manner. The invocation was offered by Dr. Barnhardt, after which all joined in singing our national anthem, "My Country 'Tis of Thee." Bro. J. M. Daugherty welcomed the guests in a very pleasing manner, and then we enjoyed the good things prepared by the ladies.

Mrs. J. R. Crittenden was the first speaker, giving a toast to the Brotherhood, which was responded to by Bro. B. R. Lacy. Then followed a toast to the Engineer, by Mrs. J. H. Sullivan, with response by Judge Thomas A. Jones, of the Asheville bar.

The third speaker was Bro. P. C. Robey, who gave a toast to Woman, which was responded to in a beautiful and fitting manner by Hon. W. F. Randolph.

Bro. Prenter expressed pleasure in being present, and in a short talk impressed on the assembly what these gatherings meant to the Brotherhood, commending Bro. Sullivan for setting the pace for future meetings.

Bro. Futch made an excellent plea for the Insurance, urging the Brothers to protect themselves and their families by taking out all they can get in the Order.

At the close of this talk all again joined in singing "Carolina," after which a social hour was spent.



ASHEVILLE, NORTH CAROLINA. UNION MEETING GROUP

This meeting will go down in our memories as one of the sunny spots amid the lights and shadows of the past.

Especial mention must be made of the splendid address by Judge Jones. He saw no reason why we could not have men in Congress and in the Legislature from our Order, as they were among us. Good legal advice was given and enlightenment on some of the laws. We were most fortunate in having the Judge with us.

Most of the members remained for the regular meeting of the Division the next day, Sunday, and were again served with lunch by the ladies, at Masonic Temple, after which the foregoing photograph was taken. A MEMBER OF DIV. 267.

ONE of the most enjoyable and profitable meetings toward promoting the best interests of the B. of L. E. on the Pittsburgh division of the Pan Handle Railroad, was held at Steubenville, O., in the K. of P. Hall, corner 4th and Market sts., Sunday afternoon, March 5, under the auspices of Div. 255, B. of L. E., of Dennison, O., ably assisted by members of the Brotherhood from Div. 416, of Carnegie, Pa., Div. 170, Wells-ville, O., Div. 745, Cleveland, Div. 360, Massillon, Div. 480, Cincinnati, Div. 11, Indianapolis, Ind., Div. 20, Logansport, Ind., Div. 565, New Castle, Pa. This meeting marks a new feature in Brotherhood affairs on the Pennsylvania Lines West of Pittsburgh, and was brought about through the suggestion and recommendation of our General Chairman and Gen. Sec.-Treas. of the G. C. of A. on this system to provide a way whereby engineers, members of the B. of L. E., located at an intermediate terminal on a division of road might be enabled to attend a meeting of a Division right at their home terminal every quarter without having to suffer a loss of time and make a long trip of 100 miles or more to Division headquarters to do so. This plan also affords the means whereby members of the B. of L. E. employed upon runs away from their Division headquarters may be made acquainted with matters of concern to themselves and to their organization by attendance at such meeting, and by

hearing the reports and communications read and acted upon, and the regular order of business taken up and disposed of, and put in possession of the latest secret work. Thus they are enabled to keep themselves posted and up-to-date. Sunday was the date for the regular meeting of Div. 255 at Dennison, O., but by special arrangements made and with the consent of the Grand Office was held at Steubenville instead. The Chief Engineer and Sec.-Treas. of Div. 255, accompanied by a delegation of members from Dennison, carrying along with them their Division charter and record books, went to Steubenville and were met there upon the arrival of train No. 10 by a number of Brothers from Divs. 255 and 416, who reside in that city, and escorted us to the K. of P. Hall, where they found a large delegation of visiting Brothers from neighboring Divisions awaiting them. After an exchange of greetings the meeting was called to order and opened in due form; the regular order of business was taken up and disposed of. The surprising climax of the meeting came under the order of business—initiation of candidates—when it was announced that a class of candidates was in waiting for admission. Chief Engineer T. C. Wright then tendered the chair to Bro. H. R. Karns, General Chairman, B. of L. E., Pennsylvania Lines West of Pittsburgh, who in a very impressive manner conducted the initiatory ceremonies and administered the obligation of membership to the class of candidates present according to our new revised Ritual, which was highly appreciated by all those who witnessed it; after which, under good of the order, the Chief Engineer called upon those present to address the meeting. This met with a general response from the Brothers and served to bring out the real friendly and fraternal spirit that was in evidence everywhere.

Bro. John DeSilvey, C. E. Div. 745, had journeyed all the way down from Cleveland to be present at this meeting, and to convey the greetings and good wishes of the Brothers from the C. & P. R. R. He stated that Steubenville was his home town; that when a boy he was present when the cornerstone was laid for this

K. of P. hall, where the meeting was being held.

Bro. DeSilvey is not only a forceful speaker, but a very entertaining one. His earnest and faithful work in the interest of our Brotherhood is so well known all over this system that his presence at any Brotherhood meeting is always hailed with delight. His genial manner and firmness of purpose make him friends wherever he goes.

One of the most pleasing features of the occasion was the presence of two old veteran members from the Cleveland & Pittsburgh R. R., Bro. Isaac Cable, C. E. Div. 170, and Bro. Ryan, both of Wells-ville, Ohio, whose silvered hair and quiet dignity of manner obtained for them that respect which all railroad men accord to the loyal and faithful members of the Brotherhood. Their address to the meeting was of particular value and well received.

Bro. H. L. Fidler, Gen. Secy.-Treas. G. C. of A., was called upon and made a very interesting address, touching upon duties of membership, and explained the splendid progress made by our General Committee of Adjustment during the past 15 years, in bringing about harmony in Divisions and promoting the protective features of the B. of L. E. to the satisfaction of its members.

Bro. H. R. Karns, Gen. Chairman G. C. of A., was called upon and was listened to with marked attention. He spoke in a cheerful, optimistic view of the outlook for increased business and better conditions for railroads throughout the entire country, of which the railroad employees will undoubtedly share a part. Bro. Karns stated that the spirit of organization among railroad men was taking no new life, and those outside the Order were seeking admission; that a very decided interest was being manifested all over the system in Brotherhood affairs by the membership at large; that the Brotherhoods were working together in common cause for better working conditions, and their General Committees were faithfully employed in carrying out this purpose.

Bro. Knowlton, member G. C. of A. from Div. 565, New Castle, Pa., gave a short talk right to the point.

Bro. D. F. Hervey, of Div. 20, Logansport, Ind., who so ably represented his Division when the G. C. of A. was reorganized in 1907, was called upon and made a splendid address to the class of candidates just admitted to membership. He then directed his remarks for the good of all, which was well received.

"Big Dick" Young, Chairman Local Committee of Div. 255, was called for and came to the front in good style, with a speech that had the right ring to it—concerning the duties of Local Chairman, as well as the duties devolving upon individual members in carrying out the protective features of the B. of L. E. A number of other members of the Order present gave short talks, endorsing the plan of holding these quarterly meetings.

At 5 p. m. a recess was declared for supper, the meeting to convene again at 7 p. m., to initiate other members of the class of candidates who could not be present at the afternoon meeting. A very noticeable feature of the meeting was the presence of so many old veteran Engineers, who have helped to establish the B. of L. E. on the railroads in this vicinity, and who have always taken an active interest in promoting the welfare of the Order. Those from the Pan-Handle road were: Bro. John Carmody, a charter member of Div. 255, Cadiz, Ohio; Bros. John Caniff, D. O. Brooks, Mike Gilday, Charles Cusick, all of Steubenville, and Bro. "Daddy" Logan, of Carnegie, Pa. Bros. Hugh Gelson and George Purcell, two veteran members at Steubenville, were unable to be at the meeting.

In conclusion, I wish to call attention to the fact that the credit for this successful meeting is due to the untiring efforts of Bros. John R. King and John Watson, of Steubenville, Ohio.

Under the plan of arrangements agreed upon, the next quarterly meeting, to be held at Steubenville, will be under the direction of Div. 416, of Carnegie, Pa., first Sunday in June, 1916.

Fraternally yours,

EDWARD ENGLEHARDT, Div. 255.

THE third get-together meeting was held in the Kenyon Theater, Pittsburgh, Pa.,

Feb. 6, 1916, there being three sessions, morning, afternoon and evening, and from the interest that those present took in the meeting and from the attention that they gave the different speakers the committee feels satisfied that the membership desire the meetings to continue; and as a motion was presented and carried that the meetings be continued, the members can rest assured that they will be carried on as long as the committee gets the support of the members financially and otherwise. The Orders represented were: O. R. C., O. R. T., B. of L. E., B. of L. F. & E., B. of R. T., B. of R. S. of A.

Bro. G. W. Jones, B. of R. T. 225, vice chairman of the committee, opened the morning meeting, briefly stating the object of the meetings, and touched upon the different subjects for discussion in a short and interesting manner, after which he read a resolution from Lodge 323, B. of R. T., which was unanimously approved. Bro. W. O. Taylor, 465, B. of R. T., was called upon next and spoke upon the benefits of co-operation, and urged the members to try and have it put into effect on all the systems entering Pittsburgh, and presented a resolution to that effect, which was carried unanimously.

Bro. J. C. Young, chairman B. of L. F. & E., of the Bessemer & Lake Erie, spoke upon the benefits of co-operation, as he has seen it from a point where it is in full effect. He declared that without a doubt it will work to the satisfaction of all the members.

The chairman welcomed the ladies to the meetings with a few appropriate remarks, and then called Bro. J. Yeager, O. R. T., of the B. & O. system, who spoke upon co-operation, stating several incidents which he knew of personally, and assured the members that the O. R. T. would stand back of the other organizations in the coming fight. Bro. J. F. Miller, chairman O. R. T., P. R. R. Lines West, was the next speaker, and made a splendid address in which he covered the different subjects in a manner which showed that he is familiar with the work. Brother Miller is an able and interesting speaker and delighted those present with his remarks. Brother Williams, O. R. T.,

of the Bessemer & Lake Erie, spoke briefly upon conditions on the system that he represents; several members spoke from the audience, and many good points and much useful information was brought out, and several matters that there were doubts about in the minds of some of the members were made clear; this is one of the objects of the meetings, and all questions will be answered if possible. Meeting adjourned until 2 p. m.

Bro. George Stewart, B. of L. F. & E., chairman of the committee, opened the afternoon meeting, and after speaking briefly upon the subjects for discussion called Bro. D. D. Miller, chairman B. of L. F. & E., P. R. R. Lines West. Brother Miller certainly did himself proud; his remarks were all to the point and were well liked. He also answered some questions concerning the eight-hour day that were requested from the members present. The chairman announced that Bro. W. J. Burke, chairman of the B. & O. system, O. R. C., was present, and requested that he answer questions concerning the eight-hour day that some of the members desired information upon. Brother Burke did as requested, keeping the audience in good humor by his answers, and then made a brief address, the kind he always does. He requested all to support the movement, whether benefited by it or not. Bro. C. R. Carlton, chairman B. of R. T., P. R. R. Lines West, was the next speaker, and urged the passenger men to stand behind the freight men and yardmen in this movement. He also made a few remarks upon the other questions of the day. His remarks beyond all doubt were well timed and it is hoped that all present were benefited by them.

Bro. S. R. Tarnier, chairman O. R. C., Pennsylvania State Legislative Board, was the next speaker called upon and confined his remarks mostly to co-operation, and while the committee does not urge politics in these meetings we believe that his remarks were interesting to those present. A resolution from B. of R. T. Lodge No. 323 was again read and again unanimously approved. A motion was presented and after being discussed was carried unanimously that the meetings continue for one year at least. Bro.

W. O. Taylor again presented his resolution and it was again approved of, a motion for its adoption being made and carried.

Bro. R. A. Edwards, a member of the B. of R. T. Board of Insurance of Los Angeles, Cal., spoke a few minutes in regard to co-operation and as to the condition upon the Pacific Coast. Several members spoke from the audience. Several questions were asked and answered as well as they could be at the present time. Meeting adjourned until 8 p. m.

The evening meeting was opened at 8 o'clock by the chairman, Bro. George Stewart, who in a few remarks stated the object of the meeting, and then requested Bro. W. O. Taylor to read the resolution that he had presented at the morning and afternoon meetings. After making a few remarks upon the resolution he moved its adoption, which was seconded by Bro. S. R. Tarner, O. R. C. The motion was carried unanimously.

The old warhorse of the B. of R. T., Bro. George B. Rowand, was the next speaker to be called upon, and the audience certainly enjoyed his remarks and stories.

Attorney John B. Henry, of Pittsburgh, Pa., was next introduced and addressed the members upon the Manly report of the Industrial Relations Committee. Mr. Henry is a speaker whom all were delighted to hear; he handled his subject without gloves, and the members showed their interest and appreciation by the manner in which they gave him their attention. His statements were a revelation to many of the members. He urged that all the members write to their Congressmen at Washington, D. C., requesting them to use their influence to have more copies of this report printed. The committee feels that they have been amply repaid for diverging from their rules and sincerely thank Mr. Henry for his kindness in complying with our request. By request of one of the Lodges represented, Bro. Fox, of the B. of L. F. & E., 635, was requested to speak, and complied with the request, giving the members a few remarks that were interesting. Bro. Oliver Irwin, chairman O. R. C., P. R. R. Lines West, was the next speaker, and

his remarks were excellent, and contained many good suggestions. Bro. J. C. Young, B. of L. F. & E., Bessemer & Lake Erie, spoke a few minutes upon co-operation. As the system of which Brother Young represents works under the co-operation plan, his statements were well worth considering. Bro. S. R. Tarner, O. R. C., spoke a few moments to correct a false impression regarding his address at the afternoon meeting. After discussion by the members in the audience, Bro. J. F. Miller, O. R. T., P. R. R. Lines West, closed the meeting with one of his fine speeches, which was heartily appreciated by those present. Meeting adjourned until March 26, 1916.

In summing up the three meetings, we cannot help but feel that much benefit will result, and in more ways than one; it is the meeting of old friends, exchanging of different ideas, and getting the other fellow's side of the question, that work for our mutual benefit. Many points that were brought before the meeting were answered, and while all may not have been answered to the satisfaction of all members present, we believe that the majority were satisfied with the meetings. Mr. Henry's address in the evening alone was worth any Lodge's five dollars. Many of us could read the report that he spoke upon and still be benefited by the manner in which he explained it. We feel proud that we have in this city a man that will take his time to study a subject of this kind, and to explain it to our members as he did. Every member should write Mr. Henry a letter of thanks for his kindness to us. The committee has decided to publish these minutes in their journals, instead of sending them to the Lodges, thereby saving considerable postage, and believing also that many more members will be able to see and hear what is being done. We request that each Secretary write us as to what his Lodge will do toward the plan for the 1916 meetings. If the Lodges will come forward with the finances, we will take care of the meetings, and see that you get the best that is available.

Do you think that it is right to let the other Lodges bear the expense of these meetings?



At all of the meetings the sentiment has been in favor of holding the meetings throughout the year at least. Every Lodge should help. If you are located within 250 miles of Pittsburgh, we will be glad to have you with us.

Visiting members from Los Angeles, Jersey City, New York, Philadelphia, Atlanta, Ga., and Milwaukee spoke highly of the meetings, and of the members for their up-to-date methods in holding meetings of this kind.

The Treasurer's report is also included, and he requests that the Secretaries forward him the form attached to our last letter, so that he will have it for his files.

We will be glad to furnish any information that you may desire, and trust that all Lodges will support the meetings.

Faternally yours,

A. V. CRAIG, Sec. of Com.

THE Winchester Repeating Arms Company has declared a dividend of 465 per cent and the Atlas Powder Company a dividend of 35.80 per cent.

The report of the former concern shows net earnings of \$4,652,094 on a capital of \$1,000,000. The Atlas Powder Company shows net income of \$1,671,762 in 1915, compared with \$474,150 in 1914.

Of the Winchester company's total business for the year, \$11,500,000 represented domestic orders and \$8,500,000 foreign, chiefly European delivery. The gross increase was one-third in excess of the preceding year. The stock, par value \$100, recently sold as high as \$3,000 a share.—*Roanoke (Va.) Railroader.*

MANY of our members have asked about examination for Government positions, and we would call attention to the matter as presented in the Editorial Department in relation to this subject. Those desiring to try for a place in the departments under the Interstate Commerce Commission should follow the instructions therein.

EDITOR.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their per-

manent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of L. E. McCauley, who left his home November 16, 1914, and has not been heard from since, will confer a favor by corresponding with W. C. Jasper, S.-T. Div. 160, Landover, Md.

Anyone knowing the whereabouts of Bro. Ed. Finnegan will confer a favor by corresponding with E. A. Bolling, S.-T. Div. 140, 157 Canal st., Mobile, Ala.

Wanted: To know the whereabouts of Geo. W. Chase, engineer, who worked at Smelter No. 3, Monterey, Mexico. Last heard from him there November, 1913. A business matter demands his attention and a legacy from his cousin's estate awaits him. Kindly address his brother, H. B. Chase, Tulley, N. Y.

Anyone knowing the whereabouts of Bro. C. A. Headrick will confer a favor by corresponding with S. Simpson, S.-T. Div. 632, Minden, La.

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y and Treas.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Toledo, Ohio, Feb. 16, tuberculosis, Bro. E. E. McDonough, member of Div. 1.

Jackson, Mich., March 1, arterio sclerosis, Bro. J. E. Winney, member of Div. 2.

Jackson, Mich., Feb. 25, Bro. E. White, member of Div. 2.

Berkeley, Cal., Feb. 29, complications, Bro. John Hust, member of Div. 5.

Boone, Ia., Feb. 24, Bright's disease, Bro. W. A. Reed, member of Div. 6.

Lyons, Ind., March 5, hemorrhage of throat, Bro. F. Gray, member of Div. 11.

Logansport, Ind., Feb. 23, tuberculosis, Bro. W. O. Russell, member of Div. 20.

Memphis, Tenn., March 6, Bro. Frank Long, member of Div. 21.

Long Branch, N. J., Jan. 26, killed, Bro. Thomas Berrien, member of Div. 22.

Memphis, Tenn., Feb. 18, mitral regurgitation, Bro. Thos. H. Haines, member of Div. 23.

Hampton, N. J., March 10, killed, Bro. John B. Evritt, member of Div. 30.

Aurora, Ill., March 6, pyemia, Bro. Mathew Cooper, member of Div. 32.

Columbus, Ohio, Oct. 7, Bro. B. McConathy, member of Div. 34.

Newark, Ohio, Feb. 29, fractured brain, Bro. Wm. F. Stoner, member of Div. 36.

Portland, Me., Feb. 12, pneumonia, Bro. W. H. Johnson, member of Div. 40.

Meadville, Pa., Feb. 25, lobar pneumonia, Bro. Jas. A. Welsh, member of Div. 43.

Rawlins, Wyo., Feb. 25, pneumonia, Bro. Owen Buckley, member of Div. 44.

Farmington, Mo., Feb. 7, paresis, Bro. W. W. Christine, member of Div. 48.

Newark, N. J., March 10, cerebral hemorrhages, Bro. Benjamin Rossell, member of Div. 53.

Alexandria, Mo., Feb. 12, paralysis, Bro. Jas. Kinney, member of Div. 56.

Chillicothe, Ohio, March 10, paralysis, Bro. J. Hoffman, member of Div. 65.

Scales Mound, Ill., Feb. 4, apoplexy, Bro. John W. Harker, member of Div. 69.

Harrisburg, Pa., Feb. 17, paralysis, Bro. G. D. Kinter, member of Div. 74.

Hannibal, Mo., Feb. 25, suicide, Bro. Walter Casey, member of Div. 83.

Superior, Wis., Feb. 28, bowel trouble, Bro. John Foulkes, member of Div. 94.

Laramie, Wyo., Feb. 3, organic heart disease, Bro. Frank Myerly, member of Div. 103.

Sioux City, Ia., Feb. 14, paralysis, Bro. John Wheeler, member of Div. 114.

Mason City, Iowa, Feb. 18, apoplexy, Bro. Chas. G. Loope, member of Div. 117.

Winslow, Ariz., Feb. 22, mastoid abscess, Bro. Orville Young, member of Div. 134.

New York City, Feb. 18, paralysis, Bro. J. N. Thompson, member of Div. 145.

New York City, Feb. 15, arterio sclerosis, Bro. Geo. Ford, member of Div. 145.

Garrett, Ind., Feb. 27, Bro. Geo. Childers, member of Div. 153.

Beasemer, Ala., March 5, cancer, Bro. W. C. McGrady, member of Div. 156.

Syracuse, N. Y., March 8, heart disease, Bro. Chas. H. Smith, member of Div. 169.

Oil City, Pa., Feb. 20, heart failure, Bro. Thomas O'Neil, member of Div. 173.

Baraboo, Wis., Feb. 20, operation, Bro. Franz Farwell, member of Div. 176.

Denison, Texas, Feb. 20, killed, Bro. J. T. Alder, member of Div. 177.

Denison, Texas, Feb. 20, killed, Bro. O. E. Cassidy, member of Div. 177.

Davenport, Ia., Feb. 20, Bright's disease, Bro. H. B. Horne, member of Div. 181.

Denver, Colo., March 11, cerebral apoplexy, Bro. E. Scrafford, member of Div. 186.

Stratford, Ont., Can., Feb. 27, apoplexy, Bro. Robt. J. Irwin, member of Div. 188.

Palestine, Texas, Feb. 12, paresis, Bro. R. F. Wright, member of Div. 194.

Hartford, Conn., March 12, leakage of heart, Bro. Wm. O'Brien, member of Div. 205.

Huron, S. D., March 8, operation, Bro. Thomas Thompson, member of Div. 213.

Meridian, Miss., Feb. 14, apoplexy, Bro. D. Coker, member of Div. 230.

Corning, N. Y., Feb. 15, paresis, Bro. L. P. Lounsbury, member of Div. 244.

Green Bay, Wis., Feb. 26, appendicitis, Bro. Henry Jones, member of Div. 249.

Williamsport, Pa., Feb. 27, meningitis, Bro. S. K. Laughner, member of Div. 250.

Trinidad, Colo., March 5, pneumonia, Bro. A. M. Wilson, member of Div. 251.

Savannah, Ga., Nov. 11, scalded, Bro. H. B. Taylor, member of Div. 256.

Hochelaga, P. Q., Feb. 24, killed, Bro. Alex. Deniger, member of Div. 258.

Covington, Ky., March 5, chronic nephritis and dropsy, Bro. N. B. Sheehan, member of Div. 271.

Scranton, Pa., Feb. 19, kidney and heart trouble, Bro. D. A. Cox, member of Div. 276.

Argenta, Ark., Nov. 15, Bro. L. S. Crowell, member of Div. 278.

Los Gatos, Cal., Feb. 11, uric acid poisoning, Bro. Peter Simon, member of Div. 283.

Florence, S. C., March 6, peritonitis, Bro. W. A. Lewis, member of Div. 314.

Dupont City, Va., Jan. 23, Bro. L. I. Ramsey, member of Div. 314.

Youngstown, Ohio, March 6, complication of diseases, Bro. Thos. Dill, member of Div. 329.

Burlington, Vt., Feb. 12, la grippe, Bro. J. F. Ryder, member of Div. 330.

St. Albans, Vt., March 9, killed, Bro. W. C. Campbell, member of Div. 330.

Claremont, Jct., N. H., Feb. 14, Bright's disease, Bro. O. G. Leighton, member of Div. 335.

Raleigh, N. C., Feb. 17, injured in wreck, Bro. H. L. Wells, member of Div. 389.

Raleigh, N. C., Feb. 8, derailed engine, Bro. D. K. Wright, member of Div. 389.

New London, Conn., Feb. 21, liver trouble, Bro. C. J. Hyde, member of Div. 348.

Houston, Texas, March 3, pneumonia, Bro. W. F. Whiting, member of Div. 366.

Allegheny, Pa., Feb. 15, Bro. Moses Johnson, member of Div. 370.

Chicago, Ill., Feb. 19, heart trouble, Bro. C. O. Brall, member of Div. 372.

Buffalo, N. Y., Feb. 10, Bro. Bertrand Cole, member of Div. 382.

Van Wert, Ohio, March 12, Bright's disease, Bro. Chas. H. Barnes, member of Div. 384.

Mt. Carmel, Ill., Feb. 7, drowned, Bro. Oliver Hazelton, member of Div. 400.

Windber, Pa., March 9, apoplexy, Bro. Joseph Gates, member of Div. 406.

Carnegie, Pa., Jan. 29, apoplexy, Bro. John J. Brown, member of Div. 416.

Troy, N. Y., March 7, ulcers of stomach, Bro. J. T. Donahue, member of Div. 418.

Brooklyn, N. Y., Feb. 19, double pneumonia, Bro. Walter S. Collins, member of Div. 419.

Buffalo, N. Y., Feb. 20, kidney trouble, Bro. Jas. M. Keach, member of Div. 421.

Colorado Springs, Colo., Feb. 27, jumped from engine, Bro. W. J. Cuthbertson, member of Div. 422.

Jersey Shore, Pa., Feb. 23, heart trouble, Bro. Jas. Hobby, member of Div. 424.

Syracuse, N. Y., Dec. 26, killed, Bro. Chas. Sipple, member of Div. 441.

Albuquerque, N. M., March 10, cancer, Bro. E. D. Sower, member of Div. 446.

Bellevue, Ohio, Feb. 23, killed, Bro. P. W. Hasselback, member of Div. 447.

Bluefield, W. Va., Feb. 24, killed, Bro. H. E. Moore, member of Div. 448.

Columbus, Ga., Oct. 11, heart failure, Bro. G. A. Nix, member of Div. 449.

Toledo, Ohio, Feb. 13, heart failure, Bro. J. H. Benton, member of Div. 457.

Altoona, Pa., Feb. 14, cirrhosis of liver, Bro. J. H. Hefright, member of Div. 459.

Duncannon, Pa., Feb. 10, cerebral apoplexy, Bro. Walter Pee, member of Div. 459.

Milwaukee, Wis., Feb. 28, typhoid fever, Bro. Geo. J. Lee, member of Div. 478.

Covington, Ky., Feb. 13, complications, Bro. Geo. Christian, member of Div. 489.

Lexington, Ky., Oct. 12, cancer, Bro. Geo. F. Little, member of Div. 489.

Hoboken, N. J., Feb. 24, typhoid fever, Bro. Frank Mahr, member of Div. 497.

Kansas City, Mo., March 7, hemorrhage of brain, Bro. Frank E. Summerfield, member of Div. 502.

Ionia, Mich., Feb. 6, neuritis, Bro. John H. Kerstetter, member of Div. 503.

Afton, Okla., Feb. 23, engine turned over, Bro. Wm. Tull, member of Div. 507.

Charlottesville, Va., Feb. 23, dropsy and heart failure, Bro. E. C. King, member of Div. 513.

Nashville, Tenn., March 7, bursted blood vessel, Bro. Brown Allen, member of Div. 514.

Paterson, N. J., Feb. 26, strangulated hernia, Bro. James Lee, member of Div. 521.

Des Moines, Ia., March 6, operation, Bro. James Brooks, member of Div. 525.

Ft. Wayne, Ind., Feb. 24, neck broken, Bro. J. E. Bottger, member of Div. 537.

Peru, Ind., Feb. 21, cerebral hemorrhage, Bro. Geo. H. Smith, member of Div. 548.

Cleveland, Ohio, Jan. 29, softening of the brain, Bro. John R. Schnably, member of Div. 556.

Stamford, Conn., Feb. 22, rear-end collision, Bro. Wm. R. Curtis, member of Div. 589.

Jersey City, N. J., Feb. 26, hemorrhage, Bro. Frank O. Smith, member of Div. 601.

Paducah, Ky., March 6, paralysis, Bro. P. W. Humphrey, member of Div. 610.

LaCrosse, Wis., Feb. 12, asthenia, Bro. Chas. James, member of Div. 618.

New Lisbon, Wis., Feb. 21, wreck, Bro. A. E. Campbell, member of Div. 633.

Tamaqua, Pa., Feb. 23, gangrene, Bro. G. S. Edwards, member of Div. 652.

Minnedosa, Man., Nov. 16, typhoid fever, Bro. T. Warwick, member of Div. 667.

Toronto, Ont., Can., Feb. 12, Bro. Chas. Findley, member of Div. 679.

Jeffersonville, Ind., March 12, cancer, Bro. G. A. Denzler, member of Div. 712.

Altoona, Pa., March 10, killed, Bro. P. Trout, member of Div. 730.

Wichita Falls, Texas, March 2, gastro enteric infection, Bro. E. F. Prince, member of Div. 736.

Cleveland, Ohio, Feb. 24, hardening of arteries, Bro. T. B. Cuyler, member of Div. 745.

Limollou, Que., Feb. 19, congestion of lungs, Bro. Napoleon Nail, member of Div. 753.

Portland, Ore., March 3, ran into rock slide, Bro. Ingrid Severson, member of Div. 758.

Moose Jaw, Sask., Jan. 29, collision, Bro. M. J. Moran, member of Div. 805.

Kansas City, Kan., Dec. 29, killed, Bro. E. L. Willey, member of Div. 808.

Irvine, Ky., Nov. 21, Bro. A. J. Boughton, member of Div. 829.

Detroit, Mich., Nov. 28, injuries received in wreck, Bro. Chas. M. Bates, member of Div. 831.

Detroit, Mich., Nov. 22, paralysis, Bro. Joseph Hill, member of Div. 831.

Canton, Ohio, Jan. 23, heart failure, Bro. W. E. Clark, member of Div. 360. Brother Clark was an honorary member of the G. I. D.

LeGrande, Ore., Feb. 28, general debility, C. J. Larcom, father of Bro. Clifford Larcom, member of Div. 362.

Birmingham, Ala., Feb. 6, Mrs. S. W. Vann, wife of Bro. S. W. Vann, member of Div. 432.

Stoneham, Mass., March 5, pleuro pneumonia, Bro. C. K. Mitchell, member of Div. 61.

Brother Mitchell was General Chairman of the G. C. of A., Boston & Maine Ry., for the past 15 years, delegate to a number of conventions, member of the Board of Trustees Insurance Department, member of the Chicago Agreement Committee, and Chairman of the General Chairman Association Eastern territory. He was one of the leading substantial members of the Order in New England, and probably exercised as great an influence as any other one member, and his death is a great loss to the members in that section and to the Brotherhood at large. All his life as an engineer devoted to the principles and work of the B. of L. E.

## ADMITTED BY TRANSFER CARD

*Into Division—*

- 12—Thos. V. Church, from Div. 286.  
 19—S. H. Kerr, from Div. 458.  
 81—A. L. Gridley, from Div. 810.  
 40—J. C. Moran, from Div. 483.  
 43—W. F. Lepp, from Div. 173.  
 74—G. M. Welch, from Div. 45.  
 75—Cyrus F. Pennypacker, from Div. 705.  
 110—T. L. Davis, from Div. 158.  
 112—E. H. Richmond, Fred F. Thompson, C. A. Clark, from Div. 191.  
 123—John Langstreth, from Div. 694.  
 147—J. G. LaRue, from Div. 19.  
 166—John J. Gill, from Div. 805.  
 187—John Grabba, from Div. 206.  
 192—H. F. Givler, from Div. 11.  
 233—L. E. Morrison, from Div. 50.  
 247—P. W. Kennedy, from Div. 162.  
 253—Frank Underwood, E. L. Talmage, from Div. 670.  
 260—J. C. Rucker, from Div. 565.  
 291—E. C. Lucas, from Div. 803.  
 W. F. Francis, L. C. Leopard, J. C. Birch, from Div. 72.  
 332—J. H. Acher, from Div. 386.  
 367—Louis M. Allen, from Div. 311.  
 370—T. S. Blacklin, from Div. 50.  
 393—M. Mulvaney, from Div. 638.  
 398—Robert Bailey, from Div. 553.  
 436—J. Clark, from Div. 133.  
 493—L. F. Couch, from Div. 599.  
 510—Cecil G. Elliott, M. J. Gaven, from Div. 828.  
 523—J. Boylan, H. Payne, from Div. 653.  
 535—John R. Beggs, from Div. 243.  
 540—Wm. Duffy, from Div. 576.  
 542—J. W. Trommetter, from Div. 298.  
 546—E. Z. Albaugh, E. J. Andrews, H. W. Abker, W. A. Aust, Geo. H. Aust, Philip M. Ahl, Wm. Brewington, H. Bokeloh, J. M. Beggs, Geo. Bemis, E. H. Bowlby, D. T. Barnett, V. H. Branson, F. P. Bieri, F. W. Richard, C. E. Burrows, C. L. Berghausen, T. F. Bassett, J. J. Bornschein, S. V. Bevington, N. M. Campbell, Bert Campbell, J. P. Clark, Walter Coyle, F. L. Cross, W. J. Collier, John W. Cheek, J. W. Coulter, Marion Caruthers, S. J. Craig, D. Callahan, P. H. Doyle, E. W. Davis, N. B. Davis, M. Dugan, P. Duffy, Geo. Diver, Thos. Degman, C. F. Daugherty, M. E. Dean, Frank M. Donahoe, C. Daugherty, S. A. Elliott, Grant Elliott, C. A. Ekwall, Geo. Foster, John Flaherty, H. O. Fort, Tim Finley, J. C. Feeley, H. J. Francisco, Roy Francisco, L. L. Ferlage, E. W. Fitch, John Farley, A. O. Fahler, Stephen Gaynor, S. O. Gaynor, B. R. Garman, E. A. Goldie, Wm. J. Gagen, C. F. Glazier, Daniel Hurdie, H. H. Hood, Ed. Heiser, J. W. Hiser, Chas. A. Hartley, John Holland, G. B. Hammond, Walter J. Hathaway, P. J. Hickey, F. M. Howard, Walter Hardy, W. W. Heninger, J. W. Haney, C. J. Hornbeck, Wm. H. Ireland, Joe Jolly, D. C. Jolly, Chas. Johnson, A. H. Juergens, Dan. Krelshar, D. P. Keegan, Geo. Kern, J. Kennington, B. J. Kamphaus, Jacob Kern, Ed. A. Kleeman, M. Klotz, Geo. Lamb, H. B. Lammey, C. Livingston, Harry Lanham, Ed. Lazenby, Geo. R. Lazenby, H. P. Lawhorn, C. B. Lowry, Wm. R. Lambden, R. C. L. Martin, F. Murphy, R. J. Murphy, J. Mericle, Wm. Maloney, J. W. Maloney, Wm. P. Moore, A. C. Miller, H. B. Main, B. Mills, W. A. Miers, John Moran, H. McHale, T. McDermott, B. McCoy, John McNeary, Jas. McGrath, T. D. McKeever, Roy McCannon, J. L. McAdams, F. F. Nagle, H. A. Nichols, John W. Otwell, P. J. O'Brien, Martin O'Neil, Geo. Peterman, E. H. Peterman, R. F. Pannell, I. P. Pickeral, V. W. Pepper, Thos. Padden, C. W. Peterson, W. H. Pelsor, P. H. Rogers, Geo. Roberts, J. F. Regan, Albert Rice, B. E. Rudick, Alvin Ray, A. W. Riley, J. W. Smith, G. J. Schaub, H. L. Spaulding, Daniel Sheehy, J. W. Stapleton, H. M. Snyder, Horace W. Sefton, J. L. Sefton, B. H. Schuck, Joseph Stetsfl, E. E. Stutsman, J. D. Schineley, Wm. Small, Oliver I. Snoddy, J. D. Skeen, Wm. B. Sequartz, G. A. Steckleman, Vernon Shoup, H. J. Schuck, L. A. Thomas, E. W. Tripp, A. E. TenEyck, C. G. Trester, L. C. Tyler, Mathew

*Into Division—*

- Volmer, C. C. Wallace, John Welch, J. A. Worley, Donald Wilson, Walter L. Watson, James Watson, J. J. Wesaner, Geo. Wiley, E. C. Woolums, Lewis Wingate, John M. York, J. M. Zimmerman, from Div. 492.  
 550—H. Patton, from Div. 208.  
 562—Howard Brothers, from Div. 588.  
 566—J. D. Horton, from Div. 192.  
 591—N. E. Charlton, C. L. Hines, from Div. 748.  
 604—T. D. Beam, from Div. 23.  
 627—J. L. Daugherty, R. W. Meeks, Verne Caldwell, from Div. 293.  
 670—John Thomas, from Div. 253.  
 711—Frank T. Myers, from Div. 423.  
 715—H. H. Tedford, from Div. 854.  
 716—Frank Symons, from Div. 854.  
 745—H. E. Fehr, from Div. 525.  
 752—John Scully, from Div. 145.  
 761—Ben Wilson, from Div. 195.  
 780—M. D. Ingram, from Div. 192.  
 817—A. M. Belfoy, A. E. Fraser, from Div. 854.  
 John M. Dudley, from Div. 716.  
 829—R. C. Doutaz, W. H. Doutaz, Wm. Claxton, from Div. 156.  
 844—W. W. Thompson, from Div. 286.  
 John T. Mulligan, F. E. Secor, from Div. 589.  
 849—T. P. Lumsden, from Div. 363.  
 860—A. B. Bolitho, from Div. 6.

## WITHDRAWALS

*From Division—*

- 111—W. H. Harris.  
 135—Luther Decker.  
 159—Chas. Heller.  
 196—R. L. Rollins.  
 205—O. A. Helgren.  
 232—H. D. Buehner.  
 236—T. E. Marren.  
 248—V. S. Wilson.  
 289—J. C. Payton.  
 312—Wm. J. Tirrill.

*From Division—*

- 315—J. Smithers.  
 360—J. J. Watts.  
 401—Jas. Buck.  
 432—P. S. Moore.  
 458—A. J. Rhoades.  
 511—Harry Hanna.  
 566—A. J. Kelley.  
 678—A. Watt.  
 828—A. L. Burke.

## REINSTATEMENTS

*Into Division—*

- 6—Chas. M. Coddington  
 19—J. O. Hollett.  
 46—Geo. H. Shipman.  
 50—E. G. Cesana.  
 69—Ray Mokler.  
 122—Ben Burt.  
 158—Louis Wagenback.  
 J. W. Wright.  
 187—T. B. Wallace.  
 194—H. D. Long.  
 198—C. E. Hutcheson.  
 231—Peter T. Reilly.  
 233—John C. Schen.  
 T. M. Zumbro.  
 S. E. Hammersla.  
 W. R. Wilson.  
 271—E. Cram.  
 287—Archie Kemp.  
 302—Emil Grafty.  
 304—John Pangman.  
 Wm. J. Doheney.  
 305—John J. Gill.  
 342—Paul R. Shuman.  
 368—R. C. Deavours.  
 384—M. B. Truax.  
 394—Jas. Ryan.  
 Arthur W. Schmidt,  
 Henry Casey.  
 416—John Bick.

*Into Division—*

- 429—Frank Brown,  
 435—Vernon Smith,  
 C. H. Ritter.  
 448—Geo. H. Whitaker.  
 477—W. G. Chaddock.  
 478—Chas. Snedden.  
 489—D. R. Todd.  
 498—J. F. White.  
 499—Reo Bretthaur.  
 524—W. O. Jones.  
 550—H. M. Ferris.  
 555—Walter H. Smith,  
 Wm. S. Hunter.  
 588—J. H. O'Brien.  
 640—B. F. Phares.  
 654—J. A. Pullar.  
 655—A. R. Weber.  
 692—C. L. Van Trees.  
 696—W. E. Power.  
 703—R. J. Clark.  
 706—E. B. Judge.  
 723—James E. McKerrrow.  
 786—C. G. Marcum.  
 E. J. Lambert.  
 786—H. E. Harris.  
 794—C. J. Haggerty.  
 803—G. H. Ambrose.  
 844—Jacob M. Swink.  
 846—L. J. Wasch.

The reinstatement of T. C. Sheppard into Div. 532 was an error in reporting to Grand Office.  
 R. L. PETTITT, S.-T. Div. 532.

## EXPELLED

## FOR NON-PAYMENT OF DUES

*From Division—*

- 19—James White.  
 23—M. E. White.  
 36—Roy L. Morrison.  
 Oren D. Hollar.  
 47—Wm. A. Hood.

*From Division—*

- 50—S. E. Thomas.  
 57—Thos. Dwyer.  
 61—J. W. Ray,  
 A. J. Barris,  
 J. H. Mudgett.

*From Division—*

- 65—O. Cutright.
- 77—A. Nitsche.
- 86—J. H. Blackwell.
- 88—John L. Dick.
- 93—H. Morrow.
- 98—L. L. Rogers.
- 102—Walter S. Blowers.
- 107—Geo. A. Morgan.
- 107—C. E. Utter.
- 107—J. L. Cox.
- 107—G. F. Foster.
- 117—Guy Hallock.
- 139—J. E. Cook.
- 139—C. Pasche.
- 144—Henry Sommers.
- 156—J. A. Morrison.
- 156—M. McCullough.
- 156—R. O. Adams.
- 156—A. L. Pace.
- 156—B. A. Thompson.
- 156—R. M. Warner.
- 158—John Roland.
- 187—W. A. Barrows.
- 194—John Fisher.
- 206—T. Wade.
- 227—Desmond Laird.
- 236—J. J. Perry.
- 236—J. A. Hendrix.
- 238—Leo Doskey.
- 239—R. N. Goddard.
- 270—E. B. Shelley.
- 283—Willis E. VanVlack.
- 296—Jas. H. Boyd.
- 296—Robert Billings.
- 298—J. M. Lytle.
- 299—D. J. Baker.
- 321—G. E. Wilkinson.
- 339—W. R. Horton.
- 348—M. E. Bennett.
- 352—P. W. Harrington.
- 352—J. W. Zepp.
- 355—H. D. Gay.
- 355—W. B. Sleightholm.
- 370—S. W. McKelvey.
- 372—J. C. Donnelly.
- 379—Pat. McDade.
- 380—Walter Rounds.
- 381—Alex Derbyshire.
- 402—W. H. Leonard.
- 410—J. A. Watkins.
- 410—P. D. Plank.
- 411—C. F. Gardiner.
- 420—W. B. Wills.
- 421—W. G. Lakey.

*From Division—*

- 422—David D. Trachel.
- 425—D. Willard.
- 428—Geo. E. Hirschman.
- 429—J. A. Vanocker.
- 436—F. Aderholt.
- 438—J. B. G'Sell.
- 441—Jas. A. Burney.
- 441—A. I. Fletcher.
- 441—Ford Groth.
- 441—Fred Patterson.
- 441—Jesse Brown.
- 445—F. L. Brown.
- 460—W. P. Lilly.
- 463—H. A. Hogue.
- 481—C. E. Reading.
- 504—H. Johnson.
- 531—C. A. Dubret.
- 536—Wm. Blight.
- 536—J. Green.
- 536—G. Blackburn.
- 548—J. D. Thompson.
- 554—W. M. Cooper.
- 562—H. C. Handy.
- 591—H. H. Abrams.
- 598—C. F. Benner.
- 601—John Dingler.
- 611—E. E. McMeans.
- 622—G. V. Allen.
- 625—W. H. Wilson.
- 625—Wm. J. Scott.
- 646—Hugh T. Brinson.
- 651—C. F. Morgan.
- 651—H. J. Boyer.
- 656—M. W. Reid.
- 656—W. H. Atherton.
- 656—J. S. Ledden.
- 671—A. T. Nelson.
- 671—J. E. Barnes.
- 672—C. B. Cook.
- 708—R. V. Cogdell.
- 708—O. E. Taylor.
- 718—J. J. Hoffman.
- 718—S. M. Batley.
- 720—M. B. Swihart.
- 722—I. L. Gleason.
- 723—J. R. Copeland.
- 723—J. E. Copeland.
- 785—W. B. Shaffer.
- 797—J. H. Cunningham.
- 815—C. F. Kinnally.
- 847—D. McDougall.
- 854—W. S. Hockin.
- 857—Chas. Neef.
- 857—V. B. Johnson.
- 858—N. F. Yarbrough.

*Into Division—*

- 239—A. M. Beem, forfeiting insurance.
- 252—E. P. Hand, violation of obligation.
- 266—E. D. Mathews, non-payment of dues, failing to take out insurance and not corresponding with Division.
- 294—C. J. Wall, L. B. York, non-payment of dues and assessments.
- 296—W. C. Jolly, non-payment of insurance.
- 314—G. J. Sullivan, non-payment of dues and insurance.
- 315—J. J. Clifford, not taking out insurance.
- 317—Jas. E. Curtin, non-payment of dues and assessments.
- 327—E. W. Wisdom, non-payment of insurance.
- 330—T. F. Maney, acting as scab on B. & A. Ry.
- 356—G. E. Nicholson, non-payment of dues and not corresponding with Division.
- 358—Paul Rogers, forfeiting insurance.
- 366—J. B. Patterson, non-payment of assessments.
- 375—W. B. Hayden, forfeiting insurance.
- 399—D. D. Sweeney, John Knipe, non-payment of dues and insurance.
- 400—M. D. Chamberlain, Earl Shields, forfeiting insurance.
- 403—M. W. Sprague, forfeiting insurance.
- 409—R. T. Hayes, W. F. Carpenter, forfeiting insurance.
- 411—R. F. Beigh, W. A. Wilmot, E. J. Graves, forfeiting insurance.
- 427—B. F. Crawford, Forest Largen, Geo. Junkins, non-payment of dues and assessments.
- 435—D. L. Poplin, non-payment of dues and forfeiting insurance and deserting family.
- 437—J. W. Fromhart, non-payment of dues and assessments.
- 447—P. E. Sliter, non-payment of insurance and assessments.
- 449—J. D. McPhail, non-payment of insurance and assessments.
- 480—A. D. Hollis, non-payment of dues and assessments.
- 486—J. C. Service, forfeiting insurance.
- 519—B. A. Hollis, non-payment of dues and assessments.
- 538—Frank Rickett, non-payment of dues and assessments.
- 540—L. S. Garvin, not corresponding with Division.
- 554—E. G. Medlock, Wm. Hoffman, non-payment of dues and assessments.
- 577—R. E. Bishop, violating Section 44, Statutes.
- 579—D. R. McDougal, non-payment of dues and non-attendance.
- 583—D. S. Graham, non-payment of dues and failure to correspond with Division.
- 598—E. W. Brandon, non-payment of G. C. of A. assessments.
- 626—J. E. Murphy, non-payment of dues and assessments.
- 706—C. C. Morris, John Laursey, forfeiting insurance.
- 727—R. Littlefield, non-payment of dues and forfeiting insurance.
- 740—Wm. Cole, failure to pay dues and insurance assessments.
- 753—Jas. McNaughton, forfeiting insurance.
- 780—Lark Shaffer, D. S. Coffee, non-payment of dues and assessments.
- 784—Ira G. Proudfoot, forfeiting insurance.
- 790—Chas. J. Reeg, Wm. McKeon, Russell Lyons, A. Creighton, Eugene Moore, non-payment of dues and assessments.
- 801—Ben. Lagrange, non-payment of dues and assessments.
- 816—E. Town, Jas. Symons, non-payment of dues and not corresponding with Division.
- 829—E. A. Williams, failing to carry insurance.
- 838—H. J. Stephens, non-payment of insurance.
- 838—W. F. Polk, non-payment of dues and insurance.
- 853—A. Gandy, unbecoming conduct and violation of obligation.
- 856—H. Lougan, unbecoming conduct.
- 858—R. H. Rue, non-payment of dues and assessments.

The expulsion of Brother E. Isle from Div. 654, which appeared in the June JOURNAL, 1915, was an error in reporting to Grand Office. Bro. Isle is in good standing in Div. 654.

GEO. D. WALLACE, S.-T. Div. 654.

## FOR OTHER CAUSES

*From Division—*

- 1—J. W. Garvey, intoxicated.
- 12—Carl H. Beighoff, non-payment of dues and assessments.
- 29—John Aberton, non-payment of G. C. of A. assessments.
- 45—H. W. Springfield, forfeiting insurance.
- 48—Richard Bray, violating Rule 52, Statutes.
- 65—R. A. Pence, non-payment of dues and assessments.
- 68—H. A. Stott, non-payment of dues and assessments.
- 95—M. Leavin, intoxicated.
- 96—S. H. Maxson, B. Frey, forfeiting insurance.
- 114—F. R. Flickinger, forfeiting insurance.
- 128—E. Laumailier, forfeiting insurance.
- 158—Wm. D. Jacobs, non-payment of dues and not corresponding with Division.
- Geo. W. Baird, non-payment of G. C. of A. assessments.
- 160—L. E. McCauley, violating Section 85, Statutes.
- 162—John J. Witzell, failure to pay insurance assessments.
- 179—Jas. H. Duree, unbecoming conduct.
- 194—H. M. Muse, A. Mead, J. M. Thompson, C. L. McDonald, non-payment of G. C. of A. assessments.
- 205—J. A. Bugree, forfeiting insurance.
- 210—M. H. Hood, forfeiting insurance.
- 228—E. L. Baker, forfeiting insurance.
- 232—S. F. Caruso, non-payment of insurance assessments.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

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## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

### Official Notice of Assessments 1068-1072

#### SERIES N

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, April 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
975	Harry T. Roesler	50	179	Aug. 16, 1936	Dec. 21, 1915	Left hand amputated	\$3000	Self.
976	Charles James	48	618	July 18, 1903	Feb. 12, 1916	Acute dementia	750	Anna M. Allen, m.
977	J. F. Ryder	60	390	Apr. 23, 1899	Feb. 12, 1916	Lagrippe	1500	Katharine E. Ryder, s
978	Charles Findlay	68	679	July 21, 1897	Feb. 12, 1916	Rheumatism	3000	Sarah A. Findlay, w.
979	J. R. Schnably	61	556	Mar. 21, 1894	Jan. 29, 1916	Softening of brain	1500	Maggie Schnably, m.
980	Dave Coker	56	230	Nov. 4, 1890	Feb. 14, 1916	Apoplexy	3000	Maggie C. Coker, w.
981	Bert Cole	68	382	Jan. 15, 1890	Feb. 10, 1916	Dilatation of heart	3000	Agnes E. Cole, w.
982	D. K. Wright	52	339	July 27, 1887	Feb. 8, 1916	Killed	3000	Sisters.
983	Jas. M. Keach	61	421	July 23, 1897	Feb. 20, 1916	Chronic myocarditis	3000	Anna Keach, w.
984	Wm. H. Johnson	37	40	Mar. 12, 1905	Feb. 12, 1916	Pneumonia	1500	Marg't A. Johnson, m.
985	Oliver Hazelton	32	400	Dec. 18, 1910	Feb. 7, 1916	Drowned	4500	Pearl Hazelton, w.
986	John Wheeler	79	114	Mar. 26, 1884	Feb. 14, 1916	Paralysis	3000	Frances R. Wheeler, w
987	Moses Johnson	58	370	Jan. 4, 1893	Feb. 15, 1916	Diabetes	3000	Mary C. Johnson, w.
988	L. I. Ramsey	38	314	May 3, 1904	Jan. 26, 1916	Suicide	3000	Zelma W. Ramsey, w
989	F. L. Farwell	53	176	Jan. 27, 1894	Feb. 20, 1916	Gall stones	3000	Sophia F. Farwell, w.
990	Jas. Walsh	68	406	Nov. 22, 1887	Feb. 17, 1916	Pneumonia	1500	Elizabeth Walsh, w.

No. of Ass't	Name	Age of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
991	O. G. Leighton...	52	335 Dec. 10, 1892	Feb. 14, 1916	Chronic nephritis	\$1500	Elizabeth Leighton, w.
992	Thos. H. Haines...	71	23 Jan. 9, 1891	Feb. 18, 1916	Urinary regurgitation of h	1500	Jessie Haines, w.
993	Charles Hyde...	43	243 Mar. 22, 1903	Feb. 21, 1916	Hodgkin's disease	1500	Mary E. Hyde, w.
994	L. P. Lounsberry...	52	214 Jan. 2, 1889	Feb. 15, 1916	Paralysis	3000	Anna Lounsberry, w.
995	W. A. Reed...	62	6 Jan. 13, 1886	Feb. 24, 1916	Chronic nephritis	3000	Virginia Reed, w.
996	Chas. O. Brall...	53	372 Oct. 25, 1908	Feb. 19, 1916	Acute nephritis	1500	Elizabeth W. Brall, w.
997	D. A. Cox...	67	276 Apr. 8, 1886	Feb. 19, 1916	Bright's disease	4500	Lottie A. Cox, w.
998	L. J. Trudeau...	37	564 Aug. 27, 1913	Feb. 8, 1916	Killed	1500	Rose A. Trudeau, w.
999	Frank O. Smith...	57	601 July 12, 1892	Feb. 26, 1916	Killed	3000	Lizzie J. Smith, w.
1000	Henry Jones...	43	249 May 8, 1903	Feb. 26, 1916	General peritonitis	3000	Martha H. Jones, w.
1001	J. H. Benton...	46	457 Mar. 7, 1898	Feb. 18, 1916	Angina pectoris	1500	Rosy Benton, w.
1002	Frank Mahr...	42	497 June 22, 1912	Feb. 24, 1916	Typhoid fever	1500	Elizabeth Mahr, w.
1003	Walter S. Collins...	49	419 Mar. 9, 1902	Feb. 19, 1916	Pneumonia	1500	Sisters
1004	Geo. H. Smith...	51	545 Jan. 2, 1906	Feb. 21, 1916	Cerebral hemorrhage	1500	Carrie B. Smith, w.
1005	J. D. Weaver...	70	357 Dec. 14, 1884	Jan. 21, 1916	Chronic nephritis	3000	Alice Weaver, w.
1006	W. E. Cross...	40	281 Feb. 4, 1911	Feb. 2, 1916	Blind right eye	1500	Self
1007	J. A. Girvin...	42	649 Mar. 14, 1906	Feb. 10, 1916	Tuberculosis	1500	Lona A. Girvin, w.
1008	G. D. Kinter...	66	74 Jan. 2, 1887	Feb. 17, 1916	Apoplexy	1500	Mary C. Kinter, w.
1009	Jas. Hobby...	53	424 Jan. 30, 1896	Feb. 27, 1916	Dilatation of heart	1500	Victoria Hobby, w.
1010	Oscar Miller...	50	184 Nov. 20, 1904	Feb. 8, 1916	Dropsy	1500	Anna Miller, w.
1011	Abiather Probert...	51	586 Nov. 3, 1900	Feb. 6, 1916	Bright's disease	1500	Ida M. Probert, w.
1012	J. E. Bottger...	71	537 Oct. 1, 1887	Feb. 23, 1916	Killed	3000	Mary A. Bottger, w.
1013	R. L. Whittington...	64	450 Dec. 16, 1892	Feb. 17, 1916	Apoplexy	1500	Cora Whittington, w.
1014	Thos. O'Neill...	64	173 May 18, 1897	Feb. 20, 1916	Cerebral hemorrhage	3000	Margaret O'Neill, d.
1015	Owen Buckley...	57	44 Jan. 8, 1898	Feb. 25, 1916	Pneumonia	1500	Myrtle Buckley, w.
1016	H. E. Moore...	30	448 Jan. 1, 1908	Feb. 24, 1916	Killed	3000	Eunice M. Moore, w.
1017	A. E. Campbell...	34	683 Sept. 24, 1911	Feb. 21, 1916	Killed	1500	Ida Campbell, w.
1018	Jas. A. Welsh...	47	43 Aug. 24, 1903	Feb. 25, 1916	Pneumonia	4500	Alice Welsh, w.
1019	S. K. Laughner...	39	250 June 4, 1910	Feb. 27, 1916	Meningitis	1500	Wm. J. Laughner, b.
1020	E. E. McDonough...	29	1 Mar. 1, 1911	Feb. 16, 1916	Tuberculosis	1500	Mary McDonough, w.
1021	James Lee...	64	521 Jan. 12, 1890	Feb. 26, 1916	Hernia	3000	Mary Lee, w.
1022	H. B. Horne...	64	181 Nov. 7, 1882	Feb. 20, 1916	Bright's disease	3000	Ida J. Horne, w.
1023	E. C. King...	64	513 Dec. 18, 1893	Feb. 28, 1916	Bright's disease	1500	C. F. King, w.
1024	J. H. Lee...	37	809 Sept. 9, 1906	Feb. 26, 1916	Carcinoma of stomach	3000	Effie Lee, w.
1025	M. J. Moran...	33	805 May 5, 1913	Jan. 26, 1916	Killed	1500	Mrs. G. H. Redlock o
1026	Napoleon Noel...	48	753 June 22, 1908	Feb. 19, 1916	Congestion of lungs	1500	Philamine Noel, w.
1027	G. S. Edwards...	48	652 July 16, 1899	Feb. 23, 1916	Gangrene	1500	Mary A. Edwards, w.
1028	W. E. Swancutt...	60	327 Sept. 28, 1892	Feb. 25, 1916	Apoplexy	1500	Theresa Swancutt, w.
1029	W. O. Russell...	36	20 Sept. 23, 1906	Feb. 28, 1916	Tuberculosis	4500	Coral B. Russell, w.
1030	E. V. Dutcher...	66	145 Dec. 1, 1890	Feb. 2, 1916	Diabetes	8000	Willie and daughter.
1031	O. E. Cassidy...	47	177 May 20, 1902	Feb. 20, 1916	Killed	8000	Dollie Cassidy, w.
1032	John J. Brown...	50	416 Mar. 24, 1901	Jan. 29, 1916	Apoplexy	1500	Margaret E. Brown, w.
1033	Thomas Dill...	64	329 June 15, 1887	Mar. 6, 1916	Uremia	3000	Mary C. Dill, w.
1034	C. F. Patterson...	59	98 Jan. 36, 1903	Feb. 27, 1916	Apoplexy	1500	Clayton Patterson, b.
1035	E. F. Prince...	34	736 Dec. 16, 1908	Mar. 2, 1916	Gastro intestinal inf'n	3000	Maud Prince, w.
1036	R. J. Irwin...	59	188 Dec. 2, 1906	Feb. 27, 1916	Apoplexy	1500	Sarah Irwin, w.
1037	Chas. J. Miller...	38	683 Mar. 17, 1903	Mar. 2, 1916	Drowned	1500	Barbara Miller, w.
1038	W. F. Stoner...	58	36 Mar. 4, 1900	Feb. 29, 1916	Killed	8000	Mary E. Stoner, w.
1039	Matthew Cooper...	42	32 Jan. 30, 1907	Feb. 6, 1916	Pneumonia	1500	Harriet Cooper, w.
1040	J. T. Alder...	67	177 Feb. 8, 1883	Feb. 20, 1916	Killed	4500	Wife, daughters, ag'n
1041	Jas. E. Winney...	81	2 Mar. 29, 1884	Mar. 2, 1916	Arterio sclerosis	3000	N. Snoor, son-in-law.
1042	C. H. Smith...	75	169 Mar. 18, 1871	Mar. 8, 1916	Arterio sclerosis	8000	Loretta M. Smith, w.
1043	Brown Allen...	30	514 Apr. 7, 1915	Mar. 7, 1916	Ruptured blood vessel	1500	Nell E. Allen, w.
1044	P. W. Humphrey...	52	610 Aug. 2, 1903	Mar. 6, 1916	Paralysis	1500	Wife and son.
1045	Wm. Tull...	40	507 Mar. 28, 1901	Feb. 28, 1916	Killed	1500	Hettie M. Tull, w.
1046	F. E. Summerfield...	54	502 Mar. 30, 1892	Mar. 7, 1916	Cerebral hemorrhage	1500	Lula Summerfield, w.
1047	G. J. Lee...	46	478 Aug. 29, 1907	Feb. 28, 1916	Typhoid fever	1500	Hattie Lee, w.
1048	W. C. McGrady...	35	166 Mar. 3, 1912	Mar. 5, 1916	Cancer	1500	Ida McGrady, w.
1049	W. F. Whiting...	48	366 Mar. 4, 1895	Mar. 3, 1916	Pneumonia	3000	Anna Whiting, w.
1050	J. T. Donahue...	37	418 Apr. 22, 1905	Mar. 7, 1916	Ulcer of stomach	3000	Wife, father & mother
1051	Benjamin Rossell...	78	63 Jan. 1, 1888	Mar. 10, 1916	Cerebral apoplexy	3000	Benj. Rossell, Jr., s.
1052	W. J. Cuthbertson...	52	422 Dec. 23, 1910	Feb. 27, 1916	Killed	1500	Mary Cuthbertson, w.
1053	T. P. Trout...	52	739 May 23, 1898	Mar. 10, 1916	Killed	1500	Clara J. Trout, w.
1054	A. A. Donaldson...	53	150 Dec. 15, 1912	Feb. 28, 1916	Heart disease	1500	Tina Donaldson, w.
1055	J. E. Van Wye...	54	565 Mar. 26, 1899	Mar. 11, 1916	Cerebral hemorrhage	1500	Ida F. Van Wye, w.
1056	J. Foulkes...	49	94 Nov. 9, 1896	Feb. 27, 1916	Bright's disease	3000	Mary J. Foulkes, w.
1057	W. C. Campbell...	33	330 Jan. 10, 1912	Mar. 9, 1916	Killed	1500	Una M. Campbell, w.
1058	G. A. Denzler...	46	712 Jan. 14, 1900	Mar. 12, 1916	Carcinoma of bladder	750	Cora E. Denzler, w.
1059	J. M. Mills...	44	309 Sept. 24, 1906	Jan. 26, 1916	Sarcoma of jaw	1500	Hugh W. Mills, b.
1060	Edwin Ellison...	57	383 April 3, 1899	Feb. 3, 1916	Pernicious anaemia	1500	Joseph Ellison, b.
1061	W. W. Blake...	42	309 Feb. 10, 1907	Feb. 6, 1916	Asthma	1500	Mamie G. Blake, w.
1062	W. W. Christine...	56	48 Sept. 9, 1902	Feb. 7, 1916	Paralysis	750	Carl Christine, s.
1063	E. W. James...	55	291 Dec. 11, 1890	Feb. 9, 1916	Heart disease	3000	Children.
1064	J. W. Harker...	58	69 Apr. 2, 1899	Feb. 11, 1916	Apoplexy	1500	Mary A. Harker, w.
1065	R. F. Wright...	47	194 Jan. 9, 1903	Feb. 12, 1916	General paralysis	3000	Heirs.
1066	J. H. Hefright...	50	469 May 24, 1897	Feb. 14, 1916	Cirrhosis of liver	750	Children.
1067	W. R. Curtis...	42	589 Feb. 12, 1911	Feb. 22, 1916	Killed	1500	Isabel L. Curtis, d.
1068	Orville Young...	47	134 Jan. 24, 1902	Feb. 22, 1916	Mastoid abscess	3000	Wife and sons.
1069	P. W. Hasselback...	34	444 July 16, 1911	Feb. 23, 1916	Killed	1500	Sons.
1070	W. B. Sheehan...	74	271 July 11, 1892	Mar. 5, 1916	Chronic nephritis	3000	Mary E. Sheehan, w.
1071	A. M. Wilson...	62	251 Mar. 4, 1892	Mar. 5, 1916	Pneumonia	1500	Mrs. F. W. Clark, d.
1072	Jas. Brooks...	49	525 Jan. 22, 1906	Mar. 6, 1916	Result of operation	1500	Mary E. Brooks, w.

Total number of disability claims 96  
Total number of death claims 2

Total amount of claims, \$213,000.00

## Financial Statement

CLEVELAND, O., March 1, 1916.

## MORTUARY FUND FOR FEBRUARY

Balance on hand February 1, 1916.....		\$213,767 20
Received by assessments 776-79 and back assessments.....	\$158,174 92	
Received from members carried by the Association.....	713 00	
Interest for February.....	642 43	
	<u>\$159,530 35</u>	<u>\$159,530 35</u>
Total.....		\$378,297 55
Paid in claims.....		208,509 44
Balance on hand February 29 .....		<u>\$164,788 11</u>

## SPECIAL MORTUARY FUND FOR FEBRUARY

Balance on hand February 1.....		\$477,323 25
Received in February.....	\$18,064 59	
	<u>\$18,064 59</u>	<u>18,064 59</u>
Balance in bank February 29.....		<u>\$496,377 84</u>

## EXPENSE FUND FOR FEBRUARY

Balance on hand February 1.....		\$ 71,923 97
Received from fees.....	\$ 243 05	
Received from 2 per cent.....	3,610 92	
	<u>\$ 3,853 97</u>	<u>3,853 97</u>
Total.....		\$ 75,777 94
Expenses for February.....		3,616 87
Balance on hand February 29.....		<u>\$72,161 07</u>

## Statement of Membership

## FOR FEBRUARY, 1916

Classified represents:.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership January 31, 1916.....	1,587	42,528	123	19,649	8	4,471
Applications and reinstatements received during month.....	..	126	..	80	..	27
Totals.....	1,587	42,654	123	19,729	8	4,498
From which deduct policies terminated by death, accident, or otherwise.....	17	122		50	..	11
Total membership February 29, 1916.....	1,570	42,532	123	19,679	8	4,487
Grand total.....						<u>68,399</u>

## INDEMNITY INSURANCE

## Comparative Data

Two thousand dollars (\$2000.00) and Twenty dollars (\$20.00) per week, cost our Certificate Holders only \$30.45 per annum, for the last three years. The same protection in the Old Line Companies cost \$61.00 per annum.

In carrying this protection in our own Association, every dollar we pay for it goes into the home of some deceased or disabled Brother, and leaves you \$30.55 to more than pay all Brotherhood dues and assessments for the year; or, more than enough to pay all assessments on another \$1500.00 certificate of our Life Insurance.

Some of you are carrying this protection in Old Line Companies to get the "Sick Benefit" feature, so we are advised. Do you have any idea what this "Sick Benefit" costs you? No, we are sure you do not, so we will tell you.

An Old Line Insurance Company will charge you for \$2000.00 Principal, \$20.00 per week Accident and \$20.00 per week Sick Insurance .....	\$85.60
\$2000.00 Principal and \$20.00 per week Accident Insurance with us.....	<u>30.45</u>

Cost to you for a Weekly Sick Benefit of \$20.00 per week.....\$55.15

All other combinations in both run the same. In other words (approximately) 60% of the whole amount you pay the Old Line Companies goes to pay for your \$20.00 per week "Sick Benefit" protection.

Certainly you can find cheaper Sick Insurance somewhere else, while you carry your Accident Insurance in your own Association. Many of the Fraternal Societies offer such protection at absolute cost. We should have it, and we hope our next Convention will authorize us to provide it for you. Of all the people in this world most to be pitied are THOSE WHO CAN, BUT WILL NOT SEE.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Digitized by Gen'l Sec'y and Treas.



## WEEKLY INDEMNITY CLAIMS PAID MARCH 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*948	332	T. D. Paxton, Adv.	\$180 00	*16	428	Robert H. Sherry, Adv.	\$100 00
*949	66	Chas. A. Robinson, Adv.	75 00	17	69	John Mullally	57 14
950	66	George E. Passage	34 29	18	83	R. Tierney	20 00
951	294	Chas. A. Shoop	64 29	19	780	A. A. McQuay	100 00
952	568	W. D. Robbins	77 14	20	344	Herman Jassey	54 29
953	539	H. A. McFarland	34 29	21	401	J. R. Gish	30 00
954	778	Hugh Fry	34 29	22	73	Crawford S. Wilber	271 43
955	372	Alfred T. Bacon	15 71	23	372	H. E. Hoffman	17 14
956	294	Swan Erickson	28 57	24	27	W. J. Dwyer	6 43
957	8	Will F. Storey	22 86	25	238	R. W. Copeland	111 43
958	203	Frank S. Keith	23 57	26	423	Chas. E. Grissom	30 00
959	200	C. C. Starbuck	30 00	27	297	Charles A. Morgan	108 57
960	8	G. M. Blackburn	48 57	28	17	Sylvia Cain	48 57
961	184	B. D. Otten	31 43	29	203	Halsey Wasson	257 14
962	840	G. W. Cox	97 14	30	328	R. L. Palmer	100 00
963	569	H. B. Parker	17 14	31	606	C. L. McKee	14 29
964	372	E. L. Spillman	27 86	32	202	W. W. Sturman	28 57
965	85	H. L. Cogburn	48 57	33	96	Nathaniel Gorman	28 57
966	786	R. G. Fields	37 14	34	431	Edw. A. Mowry	21 43
967	150	Peter Corrigan	117 14	35	27	G. B. Reigard	98 57
968	743	H. E. McDonald	330 00	36	386	G. M. Schwend	37 14
969	430	Thos. H. Miller	31 43	37	415	Walter P. Prouty	8 98
970	206	H. D. Cowan	42 86	38	206	C. R. Hawkins	94 29
971	349	Louis Yetter	34 29	39	511	J. W. Flaughner	148 57
972	336	J. A. MacLuskey	177 14	40	606	George Godden	100 00
973	80	Edward C Schilling	60 00	41	446	J. A. Graham	88 57
974	69	Fred J. Schnebli	54 29	42	232	M. McVicker	79 29
975	499	Thos. F. Whitney	10 71	43	354	B. C. Ames	120 00
976	86	Clyde S. Winn	120 00	44	609	Joe Kanatser	42 86
977	8	E. A. Minchin	25 71	45	372	W. E. Meagher	20 00
978	404	George R. Weed	25 71	46	514	J. E. Oglesby	20 00
979	396	F. S. Randlett	25 71	47	597	W. A. Cutting	23 57
980	511	L. F. Plymale	91 43	48	525	E. D. Brunn	105 71
981	252	Amos C. Colvin	48 57	49	84	C. M. Martin	91 43
982	252	A. Carter	5 71	50	141	J. F. Wyscarver	88 57
983	177	C. H. Baldwin	17 14	51	778	E. E. Rehms	36 43
984	336	P. J. Burns	11 43	52	703	P. F. Warren	214 29
985	422	H. K. Adams	20 00	53	534	Frank C. Edgerle	8 57
986	788	W. B. May	20 00	54	511	Will J. Shuster	98 57
987	708	John P. McSteen	40 00	55	220	J. G. Wyatt	60 00
988	147	Harry J. Vaughan	51 43	56	448	H. E. Moore	48 57
989	24	Clyde Hafell	10 71	57	491	J. M. Koonz	25 71
990	98	Ed Cole	45 71	58	197	E. H. Harding	45 71
991	317	Walter S. Angel	108 57	59	548	F. C. Stecher	100 71
992	150	John Paulson	51 43	60	831	J. J. Conniff	85 71
993	130	Dan E. Bartholomew	17 14	61	343	W. F. West	297 14
994	336	A. L. Landis	65 71	62	297	Jos. H. Busch	60 00
995	237	B. B. McCrum	85 71	63	203	Thomas Wilcox	23 57
996	504	A. L. Joyer	57 14	64	634	E. M. Jacobs	274 29
997	215	Wm. Hockersmith	114 29	65	448	J. O. Clendenen	128 57
998	385	Frank Smith	20 00	66	8	D. Callahan	160 00
999	444	Wm. E. Turner	23 57	67	618	George Ginder	100 71
1000	384	C. E. Redrup	77 14	68	680	George H. Lowe	21 45
1	537	M. J. Maroney	40 00	69	65	William M. Cadden	205 71
2	183	Orland W. Royce	37 14	70	42	T. E. Carney	188 57
3	301	W. W. Martin	21 43	71	184	F. D. Tice	28 57
4	177	Edward Huber	291 43	72	400	O. F. Eaton	23 57
5	396	Andy Verlin	65 71	73	69	Wm. D. Reinsmith	30 00
6	539	Thos. W. Huff	23 57	*321	511	F. E. Kemp, Adv.	75 00
7	766	Edward E. Smith	120 00	*40	156	J. W. Dickson, Adv.	250 00
8	556	J. E. Book	32 86	734	210	E. J. Rau, Bal.	54 29
9	432	G. C. McWhorter	31 43	856	400	F. E. Slanker, Bal.	100 00
10	853	E. F. Gray	22 86	*943	620	A. O. Smith, Bal.	103 57
11	368	J. R. Hoffman	20 00	*454	542	Richard Braund, Adv.	60 00
*12	471	Charles A. Collier	20 00	*822	585	I. B. Holman, Adv.	500 00
*13	190	C. E. Black, Adv.	180 00	882	86	George B. Parrack, Bal.	100 00
*14	66	F. E. Search, Adv.	80 00	*883	498	C. A. Haigler, Adv.	90 00
15	177	Jacob Henry	128 57				

\$10182 46 \$10182 46

Total number of Weekly Indemnity Claims, 125.

\*Number of Advance Payments on Claims, 10.

## INDEMNITY DEATH CLAIM PAID MARCH 1, 1916.

Claim	Div.	Name	Amt. Paid	
167	339	D. K. Wright	\$2,000 00	\$ 2,000 00
				\$12,182 43

Total number of Indemnity Death Claims, 1.

Weekly Indemnity Claims paid from December 1, 1906, to February 1, 1916.. \$752,308 81

Indemnity Death Claims paid from April 1, 1907, to February 1, 1916., 288,732 14

\$1,041,040 96 \$1,041,040 96

\$1,063,223 41

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

# LOCOMOTIVE ENGINEERS JOURNAL

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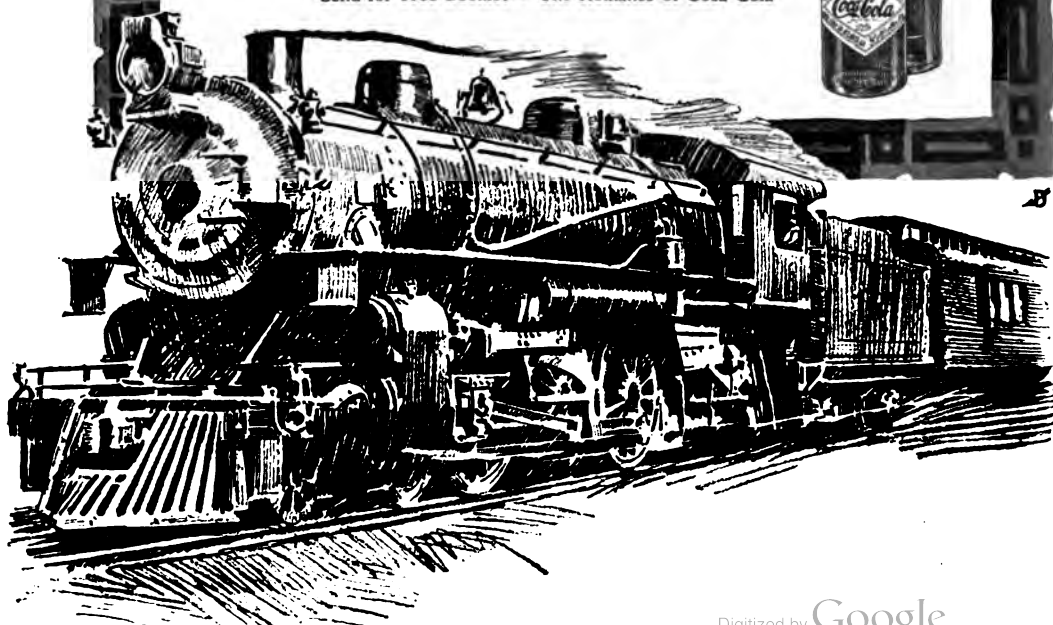
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Volume 50

MAY, 1916

Number 5

## The Old Yellow Pitcher

BY CLARISSA MACKIE

Mrs. Drake regarded the tall yellow pitcher with disdainful surprise.

"And so that thing is all that your Uncle Gregory left you?" she demanded.

Linnie Harris blushed hotly.

"That is all."

"And you expected something handsome from him—several thousand dollars anyway, didn't you?" she persisted.

"He said I would be well provided for," admitted Linnie faintly. She was feeling very weak after a long illness with pneu-

monia, and during her absence from the office another girl had taken her position as bookkeeper.

When her illness had reached a critical point her great uncle, Gregory Brown, had died, and instead of sharing in his large estate Linnie had this very morning received her legacy—an ancient and, from a collector's viewpoint, valuable pitcher, decorated in commemoration of the death of George Washington.

Linnie always remembered the pitcher. It had stood on the top shelf of the china closet in Uncle Gregory's dining room.

Once when she was a child she had vis-



A winter scene in Marquette, Mich., near the Mineral Range Depot, which has an expensive and uncomfortable look for both trainmen and the public. Courtesy Bro. A. L. Ross, Div. 94.

ited Uncle Gregory with her mother. One day in a fit of childish curiosity she had climbed upon a chair and taken down the pitcher.

It slipped from her hands, and as she caught it again it struck the shelf, and a large piece was broken out of the top.

Frightened at the possible consequences of her deed, Linnie had replaced the pitcher, and later when Uncle Gregory, having discovered the damage, accused the trembling child, Linnie had first denied it and later made confession.

After that Uncle Gregory gave her little peace of mind.

He persisted in regarding Linnie as a practiced liar, and whenever opportunity presented itself he dinned into her ears the well known story of the youthful George Washington and the cherry tree.

"He never told a lie, Belinda," Uncle Gregory would sternly point the moral.

"I never told but one, uncle," Linnie sometimes defended herself.

"And that is one too many," he reproved her sternly.

There came a day when Linnie was sixteen that her mother ceased to be Uncle Gregory's housekeeper—in fact, she died, and Linnie was left all alone.

Deaf to Uncle Gregory's offers to educate her, Linnie packed her trunk and went to the city. For eight years she had worked as a bookkeeper, and only this long illness had interrupted her.

Now Linnie sat and stared at the maze of clotheslines in the narrow yards below her back window. All her savings had been wiped out. There had been a trained nurse, doctor and medicines, and Mrs. Drake, her landlady, was still unpaid. That \$60 loomed like some ghastly shape before her weary eyes.

As soon as they had told her about Uncle Gregory's death Linnie had promised Mrs. Drake her money.

"He told me I would be well provided for," explained Linnie weakly. "I suppose he sent me the pitcher to remind me why I was disinherited."

"What about the pitcher?" asked Mrs. Drake sourly.

Linnie told her haltingly.

"So you lied to him?" sneered the woman.

"I told him the truth afterwards."

Mrs. Drake laughed.

"Just as you've told it to me now, miss!" she shrilled.

There was a knock, and the door opened to admit the doctor.

He was a big, breezy man of forty-five, gray-eyed and keen and tender of touch.

He looked sharply at Mrs. Drake's smug countenance, then at Linnie, pale and wan, in the big chair.

"You are cheering my patient, Mrs. Drake?" he asked, smiling, with a steely look in his eyes.

When they were alone Dr. Allen sat down beside his patient. He was quivering with anger that the sick girl had been compelled to listen to Mrs. Drake's tirade. Only his skill and careful nursing had brought her back from the gates of death.

"And so you let nurse go?" he asked searchingly.

"I couldn't keep her any longer," she confessed.

"I guessed," he muttered savagely. Then, taking an envelope from his pocket, he said authoritatively: "Please don't pay my bill until my bookkeeper sends it to you. It confuses my accounts when my patients pay as they go!" He smiled humorously at her. "Does she take care of your food?"

"Mrs. Drake? No, she is too busy to bother, and so nurse made arrangements with a diet kitchen nearby so that I am provided for. How soon may I go to work?" she asked anxiously.

He frowned.

"You should not go for a year. But you may go the 1st of April if you continue to make good progress."

"The 1st of April, and today is only the 15th of February!" she gasped.

"Have you any people?" he asked.

"No one in the world."

"Take care of yourself and don't let yourself be bothered," he said as he went away.

The next day when Dr. Allen came he dropped some new magazines on the table.

"Tell me about this," evaded the physician, going to the mantelpiece and examining the Washington pitcher with the trained eye of a collector.

Linnie told him the history of the pitcher—of the lie she had told and how Uncle Gregory had punished her by disinheriting her.

"Poor little girl!" muttered the man under his breath.

"And the most absurd thing of all is that my birthday is the 22nd of February!" She smiled wistfully.

"Washington's birthday?"

"Yes. Is the pitcher valuable, Dr. Allen?" she asked.

"To a collector—yes."

"Will you accept it, Dr. Allen?" she asked eagerly. "You have been so kind to me—more than money can repay—and I would be so happy to know I had given you pleasure."

He looked at her curiously.

"Be happy, then," he said abruptly. "You have given me pleasure in more ways than one."

"And you will take the pitcher?" asked Linnie joyfully.

"Some day," he said. "Take care of it for me, Miss Harris."

One day Dr. Allen brought some books about the study of old china and furniture. Linnie was enchanted at entering the new field of interest, and she was delighted to discover many old friends among the antiques pictured in the volumes.

In Uncle Gregory's parlor cupboard was a tea set of gold luster—there were some Spode cups, a Leeds bowl, some Royal Worcester vases and treasures of furniture.

"Jove! How I would have enjoyed seeing those things!" cried the doctor one day.

"If you went down to Pendleton I am sure the caretaker would allow you to go over the house," said Linnie.

One crisp February day Dr. Allen took her advice and, escaping from his many patients, he motored down to the Long Island village.

He found the Brown place in charge of a distant cousin of the deceased. She was a dried up little woman with a thin, piping voice and a vivacity of manner that might have been accredited to intense excitement at having been remembered in her kinsman's will.

"And the queerest thing of all is this,

Dr. Allen," she twittered as they ate fruit cake and sipped dandelion wine in the warm sitting room, "the queerest thing is that Cousin Gregory's estate has proved to be so small! Just enough to pay the legacies and they only amounted to \$10,000. Yet he was said to be worth \$50,000 at least. Where is the rest of the money?" She perked her head on one side and nodded mysteriously, "Where is it?"

"Perhaps he spent it all; perhaps he never had as much as people thought."



Fifth street, Calumet, Mich., showing much use for snow shovels.—Courtesy Bro. A. L. Rosa, Div. 94.

"And the house and furniture—no provision is made for that—not one single thing except an old mended pitcher which he left to Molly Harris' daughter. I wrapped it and sent it to Linnie myself."

"It is possible Mr. Brown left another will, Mrs. Lane."

"If he did, tain't in the house," she said shrewdly. "It's been searched from attic to cellar."

"How about the family lawyer?"

Mrs. Lane shook her head.

"Dumb as a stone," she asserted stout-

ly. "Won't say a word. Says be patient. Patient—humph, I never did admire patience on a monument. Goose on a monument, say I!"

The next day when he called upon Linnie Harris he found her feverish and excited.

"What is the matter?" he asked bluntly.

Linnie flushed and turned away her head. She could not confide her poverty to Dr. Allen, nor would she confess that Mrs. Drake had made another scene over the delinquent room rent.

"It is nothing much," she assured him hastily. "Do tell me about your visit to the old home."

For an hour he regaled her with his recital of Uncle Gregory's treasures.

"Ah, you are cheating your other patients of your time!" reproached Linnie at last.

He blushed like a schoolboy.

"This is my last call," he confessed.

"I don't have to hurry."

"I wondered why you always came at 5 o'clock," smiled Linnie.

"Feeling better, aren't you?" He was pulling on furry gloves.

"Yes, indeed. I believe I shall be ready for work by the middle of March," she said coaxingly.

"Perhaps. Let me see. Today is the 21st. Why, tomorrow is your birthday!"

"Also George Washington's," she added gleefully.

"At 1 o'clock I shall call to take you for a drive," he threatened, and without waiting for her answer he vanished.

The morning of the 22nd was cold and clear. The sunshine brightened even the gray back yards and the shabby bricks of the surrounding dwellings.

"It is my twenty-fifth birthday, and I shall forget all my troubles," she promised herself as she slowly made her toilet. "I shall forget Mrs. Drake and the fact that I must work night and day to pay her back."

She reveled in the new strength that was hers. Her thin face was filling out, and a lovely color invaded her cheeks. Her eyes were misty blue, and her hair curled in golden tendrils about her broad brow.

Early in the day came a box of roses.

Her pulse quickened as she opened the offering.

Mrs. Drake sniffed mournfully as she lingered in the doorway.

"I hope it's all right your receiving handsome presents this way," she droned. "I never had no young ladies in my house who got anything more handsome than carnations. I hope it's all right, Miss Harris."

"I assure you it is, Mrs. Drake," answered Linnie, her eyes very bright in her pale face.

Mrs. Drake sniffed skeptically and dusted the mantel with a corner of her apron.

"Do be careful, Mrs. Drake," cautioned Linnie. "That pitcher belongs to Dr. Allen now"—

Her warning came too late or was purposely unheeded, for the Washington pitcher toppled and fell to the floor with a gentle crashing of its thin old body.

Across the fragments of china and dusty papers which had filled it the two women faced each other.

Linnie tearfully indignant; Mrs. Drake maliciously smiling. "Well, Miss Harris, I can't say I compliment you on coming from a family of good housekeepers. Land, what a mess of dusty rubbish! I noticed it when you unpacked it, and"—

"Please do not touch it," said Linnie through sudden tears, "and be kind enough to leave me alone."

"Hoity-toity!" sniffed the landlady, backing out of the room.

For a long time Linnie surveyed the ruin of the Washington pitcher. "I won't let it spoil my day," she said at last and stooped to pick up the fragments.

It took her a long time, the heirloom had given up so many things. First of all, Uncle Gregory's forgiveness in the form of a later will leaving \$40,000 and the homestead, with its contents, to Linnie, who had told a lie and confessed it. And the \$40,000 were there, too, in the form of valuable securities.

It was a wonderful day for Linnie Harris.

When Dr. Allen came for her she demurely went, hugging her secret as a surprise for her friend.

But on the ride Dr. Allen asked her to

marry him, and Linnie, in the bliss of loving and being loved, forgot to tell him about the contents of the Washington pitcher until the next day when he called to slip an engagement ring on her hand.

Carefully mended, the Washington pitcher occupies a prominent place in the china collection of Dr. Allen and his wife.

He was too much elated over the dazzling prospect of running at the Federal track meet, to be held in Washington the following Saturday, provided he won in the trial heats.

In addition, Skeeter knew that he was being observed by a certain person whose fur toque and muff—he hadn't dared go near enough to hear her voice and see her



FEDERATED COMMITTEE, KENTUCKY & INDIANA TERMINAL RAILWAY

Left to right, standing—F. Hatfield, B. of L. F. & E., Lodge 578; E. J. Buckley, B. of L. F. & E., Lodge 578; C. Helbeck, B. of R. T., Lodge 156; L. E. Sims, B. of R. T., Lodge 156, Secretary Federated Board; Andy Reitz, B. of L. E., Div. 165; Mont Searls, B. of L. E., Div. 165. Sitting, left to right—C. Donahue, B. of L. F. & E., Lodge 578; P. J. Welsh, B. of R. T., Lodge 156, Chairman Federated Board; M. J. Carroll, B. of L. E., Div. 165.—Courtesy Bro. M. J. Carroll, S.-T. Div. 165.

### Jewelry for a Gentleman

BY J. N. COLE, JR.

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Because Skeeter Lafferty was a "rat," speaking in terms of the Forest school, and because he had legs like macaroni and a snub nose spotted with freckles none of the older members of the track squad took particular account of the fact that Skeeter warmed up with scrupulous care and deposited himself in a blanket to await the time trials for the 440 yard dash.

He did not resent being thus ignored.

smile—was visible among a little group of enthusiasts which had collected at the turn to watch the races.

The fact that she was there changed all things for Skeeter. Life was intensified and recolored until it became almost unbearable.

If he should win! If he only could! Skeeter's chest swelled at the thought of the coveted letter awarded for athletic attainments. It was an awe-inspiring "F," covering eight inches of sweater front.

The starter's gun flashed as he raised it high above his shoulders.



"All candidates for the 440," he called, "get to your marks!"

Figures huddled on the benches suddenly came to life; sweaters and blankets were thrown off, and six lithe racers, half naked in running trunks and jerseys, placed themselves at the line, lifting their legs like hackneys in a show ring.

"Get set!"

The runners crouched with muscles tense and quivering.

Bang!

There was a grating of spiked shoes on the cinder track; the six as one man sprang forward, and before the smoke from the gun had vanished were fighting each other on the first turn, a hundred yards away.

A piping cheer and the clapping of gloved hands sounded from the group which clustered at the turn.

Captain Hughes, a powerful muscular fellow with red hair and a strawberry complexion, secured the inside lane and began to pull out from the bunch in quick, greedy strides.

Lafferty, with teeth set, dug out after him. Soon they were racing abreast like a well-schooled pair of coach horses.

The rest were strung along the course. At the end of the first round it was easily seen that the race lay between Hughes and Skeeter.

The girl of the fur toque and the muff held her breath. With Skeeter and Hughes pitted against each other she almost wished there had been no race at all.

As the pistol spoke again, announcing the beginning of the last lap, Hughes quickened his pace; so did Lafferty.

There came an instant, as always does when two well matched runners are speeding side by side, when both knew what the outcome of the race would be. With Skeeter this consciousness arrived as they were within a few paces of the last turn. Skeeter felt that he would win. He was fresh still. It was his race!

And then, as he gripped himself for a supreme effort to gain the inside track as they were taking the turn, a sharp punch from Hughes' elbow sent him wabbling to the outside. He barely missed tripping himself.

It was but an instant's delay. But it cost him the inside, and—

"Fifty-four!" sang the timer as Hughes crossed the finish.

"Fifty-five, Lafferty!"

Skeeter had whizzed past only a second later.

Skeeter's Christian name was Fitzhugh Carter Lafferty. No one knew who had detected his resemblance to a mosquito, though the discovery had been made on the day of his arrival at the Forest school. But mosquito was too classic and mouth filling to be popular with the "student body" and was promptly reduced to Skeeter, while rare, intimate friends in rare, intimate moments were privileged to say Skeets.

But Fitzhugh Carter Lafferty, for all this, had failed to beat Hughes. So Hughes would represent the school at Washington! And she had gone without even saying that she was sorry!

He covered himself in a blanket and started for the showers.

"One moment, Lafferty!" called the coach. "I didn't know you were out for the 440. You ran a corking good race for a new man, but you finished with too much left. The 440 takes all any man has in him, and to win you've got to finish dead. I'd rather see you drop on the first lap than come in strong. You could go another now and not feel it, and Hughes is still blowing hard."

Skeeter winced. He wasn't at all in the mood for post mortems. Clearly the coach hadn't seen Hughes foul him on the turn.

Maybe she had seen! That helped some. It was the sole shred of consolation upon which he could build new hopes.

The coach laid a hand on his shoulder.

"That will do. Stick to it, Skeeter. You'll put a kink in somebody's high gear yet."

"He looks like a hunk of schweizer!"

Bruton won the fifty yard hurdles with ease. The Forest school, however, had lost the pole vault as well as the 880 yard run. The relay would add five points. But the 300 was shaky, and, as Skeeter had predicted, the winning of the 440 yard dash would determine the school to which

the point trophy would belong. Would Hughes win?

Involuntarily Skeeter glanced across toward her box. Where was she? Her chair was empty! Where was Hughes?

"First call for the scholastic 440!"

The clerk was calling Hughes' race.

A moment later he shouted again:

"Hughes, Forest school, No. 60!"

There was no reply, and the clerk repeated the call.

Again Hughes failed to respond.

Skeeter in a panic slipped from his seat and hurried to the dressing-room.

"Where is Hughes?" he asked breathlessly. "They have called his race, and he hasn't shown up yet."

"We've looked everywhere for him," spoke up several of Hughes' friends.

"What if Hughes wins the point trophy and gives her the medal?" inquired Skeeter bluntly, hardly conscious of speaking aloud his inmost thoughts.

The coach smiled. "Who is 'her'?" he asked.

Skeeter grew pink even to his neck and ears.

"Hu-Hughes," he stammered. "He's —he's my rival."

The coach was still at sea, but proved himself a human being by saying after a pause:

"Hughes will hardly win; he's"—

"Too much like a hunk of cheese," assisted Skeeter.

Skeeter throughout the remaining days of the week was unable to shake off a nagging, insistent sense of disappointment. Could he have beaten Hughes in the trial heat if he had known what the coach had told him before the race? Could he have beaten if Hughes had played fair? Skeeter knew that he could. To a youth of seventeen all things are possible.

Perhaps Skeeter's disappointment would have been less had he known, as the coach knew, that Hughes would not last long as a runner, because he refused to train properly.

Nor did Skeeter realize the benefits of his own self denials and sacrifices for the sake of athletics.

When Saturday came Skeeter's tousled head was one of the thousands that rose

in an undulating mass on every side of the vast amphitheater surrounding the track.

There was so much to see that it made Skeeter's eyes hurt. It was worse than trying to watch a three-ringed circus.

Leather-lunged, brass-throated youths swarmed along the course, shouting and yelling; scores of scantily clad runners scurried about with numbers pinned to their backs, and Skeeter's trained eye inspected dozens and dozens of pretty girls.

Excitement and confusion were in the atmosphere. The sonorous voice of the megaphoned clerk echoed and vibrated through the hall. Occasionally the starter's pistol spoke above the din of the cheering.

Then came the hush, the patter of running shoes on the rosined floor and the breathless instant at the finish. In only a twinkling, it seemed to Skeeter, a race was won or lost.

He unconsciously ran each of them. At the sound of the gun his muscles grew taut, and his fingers gripped the seat. During the intervals between the events his eye scanned tier after tier of seats. He found her at last. She was sitting in a box, surrounded by a swarm of Forest school cohorts, armed with banners and megaphones, and Hughes, immersed in an imposing orange sweater, was leaning toward her in a most engaging manner.

Skeeter grew pale with envy as he realized that he had been beaten again. Then he muttered:

"He must have gone out with that female."

"He did," announced another. "I heard her tell him she had a headache and asked him if he wouldn't go out with her to a drug store."

Several boys ran out to fetch Hughes. The coach said something under his breath which made the dressing room grow quite still. He turned to Skeeter.

"If Hughes doesn't show up in time you might as well try to take his place for this race. Hustle into a suit and answer to No. 60 at the last call. It's a chance in a thousand!"

The coach peered anxiously through the crowd.

"I am not surprised," he muttered, half to himself. "A boy who hasn't got will power enough to stop smoking and get himself into good shape for a big meet hasn't got enough to keep a girl from making a fool out of him!"—

"Last call for the 440!" came a deep summons from the clerk of the course.

"Go ahead, Lafferty!"

Skeeter let out a yip of joy.

"Here, take this quietly!" scolded the coach. "You've got the stuff in you, but today you are up against men way out of your class. If you win you've got to get the pole on the first lap and keep it!"

Skeeter nodded gravely and trotted off, thinking in a dazed way:

"The point trophy—the Forest school—the medal—for her—get the pole on the first lap—keep it!"

He took his place at the start, white to the lips.

The starter raised his gun.

"Get to your marks!"

"Get set!" He gave an agonizing pause. Bang.

There was a flash of white, stinging muscle amid a whirl of legs and arms.

It was Skeeter!

Never before had the coaches seen such a pace set for a scholastic 440. They smiled. They had often seen inexperienced runners set a killing pace on the first go round and—die on the second. On the second lap the cheer leaders were staring mutely over their megaphones. Not a voice broke the silence.

Three times around. Skeeter was not dead. He was running like a frightened jack rabbit. The words "Get the pole—keep it!" sang through his brain. Around they went, plunging, elbowing, fighting.

The pistol rang out. It was the last lap!

Three runners turned for the finish. Skeeter was wheezing. His legs seemed to crumple; his lungs stiffened. The floor waved under him and seemed to rise to meet his feet. A pain throbbed in his side. He felt a man's hot breath on his neck. Then the man began to pull ahead!

But something deep in Skeeter, which

had trained him when all hope seemed idle, refused to die now. His will sent life to the macaroni legs and breath to his lungs.

He lunged forward—the tape twanged across his breast!

Later, when Skeeter opened his eyes, the Forest school cohorts were dancing wildly as they pumped cheers of victory from their leather lungs, and the coach at his side was saying:

"Good work, old macaroni! You've just about put one over on the hunk of cheese!"

"Did we win?" asked Skeeter weakly.

"Sure—sure you did!" The coach patted the boy on the shoulder. "And what do you think?" he added in a confidential tone. "She got that fellow Hughes out of here on purpose. Can you beat it? Says she didn't dream you'd get to run, but she was determined Hughes shouldn't. Why didn't you tell me he fouled you in the trials?"

Skeeter struggled to his feet.

"Where—where is she?" he asked eagerly.

"She's over there, waiting to see you."

Skeeter broke away through the crowd.

"Say," called the coach smiling, "I guess if she'd do a thing like that for you she wouldn't mind accepting a little jewelry from a gentleman in spite of the old folks."

### Benjamin's Love Affair

BY H. O. M'LACHLAN

Benjamin Dacey fussily adjusted his necktie, craned his neck for a better view of the effect and then, picking up his brush, proceeded to arrange the thin blond hair on his head so that it quite concealed his bald spot.

"There," he muttered, somewhat resentfully tossing the hair brush aside, "I don't care what Euphemia says, I certainly look as young as that Buddington boy! If I was dark complexioned the difference in age might be more apparent, but as it is"—Benjamin did not conclude the sentence; his glance in the mirror was sufficient. It implied entire satisfaction with the reflection of his slender, erect figure, his unwrinkled face, his very blue eyes and the youthful

arrangement of flaxen hair. His clothes fitted perfectly and were of a most becoming gray; a delicate gray silk necktie completed the picture.

When he entered the dining-room his sister Euphemia, a pale, mousy little woman, surveyed him with a startled glance.

"Benjamin Dacey! Do you know you look like a fool?" she demanded acidly.

Benjamin reddened to the edge of his snowy collar and drew out a chair for Euphemia with his customary courtesy. When they were seated opposite one another at the little round table Benjamin laid his napkin across his knee and lifted his light eyebrows at his sister. He waited until the maid had left the room.

"And, why, Euphemia, my dear, do I look like a fool?" he inquired pleasantly.

Euphemia flashed an angry glance at the blond head.

"You've got your hair parted in the middle," she accused.

"So have you," retorted Benjamin as he ate his soup.

"Just like Willie Buddington," went on Euphemia, forgetting all about her luncheon.

"Yes, and like a thousand other young lads," agreed Benjamin, but his heightened color revealed that he resented the comparison to young Buddington.

"But especially like Willie," pursued Euphemia relentlessly, "and I know the reason why."

"You have the advantage of me there, my dear, unless your reason happens to coincide with my own. I arranged it thus to cover my bald spot."

"As if anyone couldn't guess that!" sniffed Euphemia. "It didn't deceive me for a moment. It wouldn't deceive Annabel Moore, either."

Benjamin crimsoned like a peony, and his clinched hand showed a tendency to thump the table.

"Perhaps I am not trying to deceive anyone," said Benjamin in a strangled voice when Nora had come and gone.

"Then why don't you be open and honest about it? Brush your hair back from your forehead and let the world see the bald spot which every one knows is there. I call it masquerading to"—

Benjamin Dacey forgot that he was a gentleman and spoke rudely to his nagging stepsister:

"I will brush my hair as you suggest, Euphemia, provided that you will remove the undeniably false teeth from your mouth and cease to deceive the world concerning those charms. I beg you will excuse me. I will lunch downtown."

While Euphemia watched him in cold and silent anger, Benjamin went into the hall, clapped his new panama hat on his youthful-looking head and went downtown.

Euphemia Fleming was a selfish woman, cold and harsh by nature. Benjamin had been very good to her since the death of his father's second wife, and because he had promised to care for Euphemia, who was quite without means of her own, he had placed her at the head of his modest bachelor household. But the arrangement was not entirely satisfactory to Benjamin, for little by little his stepsister became the mistress of his house, ruled him with a rod of iron, dictated to him when she dared and made home so uncomfortable that he was perforce compelled to seek comfort in his club.

And latterly since Annabel Moore had come into his life Euphemia had been almost unendurable. She suspected that Benjamin was in love with the lovely girl, who was years younger than herself. But Benjamin was well-to-do, and one could never tell, argued Euphemia to herself, if Annabel seized an opportunity and married Benjamin where would Euphemia Fleming be? Certainly not at the head of the Dacey household, although Benjamin would undoubtedly provide for her.

"I must look out for myself," said Euphemia grimly as she went upstairs to take her afternoon nap.

About 4 o'clock that same day Miss Euphemia Fleming called upon Annabel Moore. As she paused in the doorway while the maid announced her Euphemia was not at all surprised to witness a little scene shadowed in a mirror that reflected the interior of the adjoining library.

Annabel was standing near the fire-

place, and on his knees at her feet was Willie Buddington.

Euphemia smiled. It was going to be easier than she had thought. The girl was in love with young Buddington, and Benjamin had never had a chance with the girl.

When she entered the drawing-room the scene had magically changed. Willie Buddington was standing dejectedly by, while Annabel came forward to greet Euphemia with pleasant cordiality.

After Willie had taken his departure and while Annabel and Euphemia drank tea together, the older woman sought for a way to assure herself that young Buddington had indeed proposed to the girl and that she had accepted.

If Annabel's pensiveness was any indication Euphemia had every reason to believe that Benjamin was safe from an indiscreet marriage, while at the same time her own future was assured. She was positive that Benjamin would never love another. This was his first love affair and she felt positive that it would be his last.

It happened that Euphemia was right. It was Benjamin Dacey's last love affair.

Annabel blushed and looked conscious when Euphemia praised Willie Buddington; she became intensely embarrassed when Euphemia overstepped the bounds of her slight acquaintance and hinted at a possible romance. Annabel assumed an air of dignity and changed the subject. Euphemia gritted her store teeth and talked about Benjamin.

Annabel did not blush here. On the contrary, she became cold and constrained. Euphemia became nettled and resolved to sting the girl into some revelation of her attitude toward Benjamin.

"My brother is soon to be married," said Euphemia at last, "but perhaps you have heard." She glanced sharply at the girl over the edge of her teacup.

Annabel started violently, and her blue eyes widened.

"Why—yes—no—I haven't heard," she said a little breathlessly.

"I shall be very lonely," went on Euphemia deliberately. "I suppose I shall have to go away and make a home for myself."

"I am sure that Mr. Dacey will not want you to do that," said Annabel quietly. "He seems very fond of you"—

"That is all very well," interrupted Euphemia harshly, "but when an old man falls in love he makes a fool of himself and sees nothing save the object of his adoration."

Annabel's eyes flashed.

"I should not describe Mr. Dacey as—old," she said quietly.

"He is 45," argued Euphemia. "He must seem—like a father to you—almost a grandfather!"

"Hardly," laughed Annabel suddenly. "You must not make me believe that your brother is very aged, Miss Euphemia," she said archly, "for he told me one day that he was five years older than you, and you are not old by any means."

Euphemia bridled and tossed her head. She was secretly pleased.

"Well," she gasped, "but you are a mere child, Miss Annabel."

"A mere child of—30," admitted Annabel.

"Thirty! Then—then—why, Willie Buddington must be years younger than you are!"

Annabel laughed. "He is; ten years younger. You surprised him laying his foolish heart at my feet, Miss Fleming. I will tell you in strict confidence that proposing is merely a habit with Willie. Aunt Celestina says he proposed to her a few weeks before I came, and my aunt tells everyone that she is 57."

"Please don't breathe a word about Benjamin's engagement until he tells you about it himself," warned Euphemia as she took her leave a few moments later.

"I won't," promised Annabel.

As soon as Euphemia reached home she went to her own room and picked up the telephone from her desk.

She called the number of her brother's office and soon had him on the wire.

"What is it, Euphemia?" he asked, with some concern, for she was not in the habit of invading his business hours.

"Did you know that Annabel Moore was engaged to be married?" asked Euphemia in rather a frightened tone.

"I've heard about it," snapped Benjamin. "Who told you, Euphemia?"

"I called on Annabel this afternoon."

"The deuce you did! Did she tell you of her own accord, or did you ferret it out?"

"Benjamin Dacey, I refuse to answer until you amend the wording of that question," announced Euphemia indignantly.

"Pardon me, Euphemia," said Benjamin testily. "How did Annabel announce her engagement?"

"She didn't announce it," replied Euphemia triumphantly. "I entered the room, and the lucky man was on his knees beside her, so devoted, such a handsome young couple. I always did say that Willie Buddington—what, Benjamin, where are you? Central, why did you cut me off?" chattered Euphemia into the receiver.

"Your party rang off of his own accord," giggled Central, and Euphemia promised to report her for impertinence.

"Well, anyway, I'm certain of one thing," sighed Euphemia as she removed her wraps and prepared to sit down for an hour's quiet reading—"Benjamin isn't going to marry Annabel Moore, and I guess I'll not be supplanted as mistress of this household!"

At that instant the telephone bell rang sharply. Benjamin's voice responded to her "Hello."

"That you, Euphemia? Well, prepare to be surprised, then! Annabel Moore is engaged—engaged to me, understand? It happened last night, and I couldn't make head or tail of what you were saying awhile ago, so I came to Annabel, and together we straightened it out.

"Now, Euphemia, my dear, this will, of course, make a change in our plans, but Annabel's aunt needs a companion and housekeeper, and it is a very delightful and pleasant position and she is fond of you, so you can consider that. Or if you prefer something else, why, I can settle an income upon you. I'm telling you this over the telephone so that you can get used to the idea before I get home. Did I hear you say that you congratulated me?" he ended.

Euphemia hadn't murmured anything of the sort, but she did now with what grace she could muster at short notice.

"And you can add my love to Annabel,"

said Euphemia tearfully. "By the way, where is she?"

"Right here—in my arms!" was Benjamin's astonishing reply.

To her own surprise Euphemia miled at the notion, and, smiling, som thing hard melted in her heart, and when she repeated her good wishes there was a strong note of sincerity in her tones.

## One Too Many Cooks

BY HELEN URNER

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He had just arrived with his morose eyes and bored to death weariness.

Miss Carney was at the desk looking on his chart to see if he was married when Miss Krider, the head nurse, came to her.

"Miss Carney, you're to go to the kitchen for your six weeks' course in dietetics. It's too bad. We're short of nurses on the floor, and I was going to give you 245."

Six weeks! Six scorching, shriveling, vegetable scented weeks, while right there in 245— And she had been appointed to nurse him!

She glanced furtively at the record and saw that he was not married. This aggravated the disaster, and she descended to her room.

Of course it wasn't the fault of the probationer nor the two little Irish maids that she had been thrust in their midst, but she had a grouch that had to come out—when the head dietitian wasn't around.

With a pan of apples in her lap, which she viciously lacerated, she sat on a three-legged stool.

The bell to the electric waiter buzzed and repeated insistently.

"Shall I answer it?" The probationer's voice trembled with respect.

"Yes," she snapped.

"Special order for 245."

"I guess I'd better take the orders," Miss Carney interposed, stalling herself at the slide.

"What is it?" she called.

"Wine jelly for dinner. Is that you, Carn?" The voice lowered cautiously.

"Yes."

"Say, 245's some patient! The nurses are all crazy about him. Tough luck you're out."

"Who's his special?"

"Miss Dunott."

Emily Carney leaned against the door for support. Marian Dunott! The siren of the hospital! And then defiantly through her veins began to wriggle her martial corpuscles.

"Don't forget that wine jelly," came the reminder. "And fix it up swell."

Miss Carney closed the door excitedly. "Can you make wine jelly?" she asked the probationer.

"I used to"—

She grabbed her by the arm. And then she made an abandoned revelation.

"I don't know a blooming thing about cooking," she confessed shamefully.

"The only thing I can do is roast a potato."

The maid choked with hilarity.

"There's a cookbook," she chuckled, "in that there top drawer."

Miss Carney opened the drawer and sheepishly got out the book.

For one hour she hung over that jelly, testing and tasting and trembling. When it blossomed out of its tulip shaped mold it was a lovely golden flower. On the petals she banked billows of whipped cream, and deep down in the heart of the yellow foam glistened a crimson cherry.

That afternoon she strolled into Marian Dunott's room and sat down uninvited. Miss Dunott was being enthralled by a best seller entitled, "How Diana Did It."

"How's the floor coming along in my absence?" Miss Carney inquired casually.

"Quite nicely," unflatteringly. "This is an awfully exciting book." She turned to a page obviously, but her visitor was not sensitive.

"Any new patients?"

"One. It was real odd. I met him in the hall when he first came, and right afterwards I saw him talking to Miss Krider. Of course he might not have been asking for any particular nurse, but it looked odd.

"He's rich, you know. Money has influence even with head nurses. Well, I hope he soon gets out, as we've got some dates to go motoring."

Prickly heat chased up and down her adversary's back. She arose abruptly.

"I hope you'll have a nice time," she wished sweetly.

"Thank you, dear."

Emily Carney stalked down the hall, forgetful of the sleeping night nurses, and banged on Eva Morsheiler's door.

"What's doing on the floor?"

Miss Morsheiler glowed enthusiastically.

"Well Carn, it's a shame you left when you did. We've got a regular James K. Hackett and Pierpont Morgan combination up there. He's simply bursting with money and is the grandest looking thing!"

She gazed ecstatically through space.

She suddenly sat erect.

"Murdered shades!" she exploded. "I almost forgot. Well, if you aren't the clever little duck! Here are all the rest of us falling over ourselves trying to get on the job and little Carnie down in the kitchen making the only hit."

Emily Carney reddened uncomfortably.

"Nonsense," she grumbled, "what are you talking about?"

"Sure!" she enthused. "I was in the room with the doctor when the tray was brought in with your fluffy ruffle stuff, and Hacky said it was the daintiest dish he had ever seen, and the doctor said that that was just what he needed—something to tempt him and fatten him up—and the cook who fixed that must have had splendid experience, and I spoke up and said it was my best friend, who never knew until that morning how to boil water, but that genius would not"—

"Mose, you didn't?"

"Or words to that effect, and the doctor said he was going to write an order for you to concoct surprises every day for Hacky (he didn't say 'Hacky'). By jingo, Carnie, I didn't think it of you! I knew you could wriggle off the fine arts, and you've proved you have stuck in you some place the makings of a noble nurse, but to think you should blossom out into a Fannie Meritt Farmer! It ain't fair. You ain't leavin' no talents to no one."

"Shut up!" She aimed a pillow accurately.

"All right; for that I won't tell you what he said when the doctor left."

She meekly reached for the pillow.

"I'll never throw another one as long as I live," she pleaded.

"Well, he asked me real confidentially what my friend the cook—ha!—was like, and I said she had watery eyes and a scar down her left cheek."

"Mose!"

"All's fair in love. And he looked positively staggered. I had no idea he was banking so much on your looks. But he was loyal till death. When he started to recover he said:

"Scar or no scar, that girl's got a soul!"

Miss Carney fled from the room.

The next morning she was in the kitchen early. It was a vigorous time, but the result was a culinary triumph. The peach velvet was a rosy creation, the patties baked to a ravishingly golden tint. Then it was she had the inspiration. On the torn-off corner of a paper bag she inscribed the following:

Hoping I may speed your recovery, but not your departure.

YOUR COOK.

She tucked this under a top salad leaf and put the dishes on the slide.

At 2 o'clock that afternoon Eva Morsheiler burst into her room.

"Look, Carnie," she screamed, "what Hacky sent you!" and thrust in her face a lovely tinted orchid.

Miss Carney buried her nose in the petals and smelled—fresh ink!

"Much obliged," she mumbled ungraciously. "I'm so sleepy I'm dead."

"Well, of all the nerve! If that's the way you act after my kindness!" and Miss Morsheiler bounced out of the room.

The girl eagerly pulled forth a slip of paper:

Room 245.

At home all day long.

The one remedy necessary to consummate my recovery and retard my departure is the acquaintance of my cook.

She tingled and thrilled. It had never occurred to her to go to the floor, and yet it would be easy to make up an excuse. She shivered with shyness.

One afternoon, when she felt sure that both Marian and Mose were on their "hours," she ascended to the second floor and quakingly sauntered down the corridor. As she passed the linen room the

inquisitive features of Mose were obtruded.

"Where are you going?" she asked suspiciously.

"To get something to dope nosy people with."

"If you hadn't been so smart I was going to try to save your feelings for you. You needn't go to 245, because it's too late."

"Too late?" An awful fear gripped her.

"Yes. Come in while I tell you the horrible details." She pulled her in the room and closed the door. "Steady, now! Don't faint!"

"Is—he—dead?"

"Worse than that. Marian Dunott has landed him. She's sporting his frat pin, and you know what that means, and today she's wearing a perfectly stunning scarab ring that I'd bet my whole allowance he gave her, and besides"—she breathlessly hurried forth the condemning evidence—"she's been telling it around that she doubts if she'll ever finish her training."

"Maybe she's bluffing!"

"Well, so long. Here's where I go on my time off. Maybe a two hours' nap will obliterate my woes."

Miss Carney hesitated. Should she—should she not? The door to 245 was open. Anyway, it wouldn't hurt to pass by.

He was lounging in a Morris chair, dressed in a smoking negligee and listlessly reading a paper. Her uniform gave her privileges.

"My, but it must be nice to be born lucky!" she smiled enviously.

He made an involuntary motion to rise, but sank back, groaning.

"Please come in and cheer a fellow up," he entreated. "I'm bored to a burned match."

She entered, apparently hesitating.

"I should think solitude would be desirable. It must be a novelty in a hospital."

"No solitude for mine, if I can help it. There are too many attractive antidotes."

"Who's your nurse?"

"Miss Dunott. She's a peach of a nurse, too, and a corking good cook. I bet she could put it over any old French chef."



Marian Dunott—a cook!

"What does she make?" she asked weakly.

"Any old thing. You should have tested the sweetbread ramekins she fixed today. Jove, they were some class!"

The room swirled chaotically. For one hour by the clock she had sweated over those ramekins.

He smiled in cheerful anticipation.

"She'll be along in a few minutes with a ginger punch she promised me. She's great on ginger punches."

"I thought the diet nurse was supposed to make those things," Miss Carney ventured.

He leaned forward with sudden intensity.

"Do you believe in thought transmission?"

"To some extent—yes."

"I don't know if I do or not. I used to swear by it, but it's gone back on me this time sure. It's a funny thing—it sounds idiotic to tell it—but ever since I first saw a little dish of wine jelly that the diet nurse made me I've had the most peculiar feeling for that girl. A man can't describe a sensation like that. I—I never felt that way toward any other woman. It's strange that I'm telling you about it."

He broke off and looked at her very oddly.

"Anyway, I thought I was going batty. I couldn't do a thing for days but think and dream of a girl I had never seen. He laughed shortly. "There was only one difficulty. The telepathy didn't work at the other end of the line."

"Didn't she—reciprocate your interest?"

"She did not. I sent her a note in a flower one day, and from that time to this I have not even had a culinary token. Miss Dunott says she must have got tired of bothering. I imagine this is Miss Dunott coming now."

It was. She entered blithely, carrying a tiny tray, on which tinkled and sparkled a ginger punch.

"Hello, dearie!" she cooed, not seeing the other nurse. "Here's a nice drink I just mixed up."

"It tastes as good as it looks," Miss

Carney observed. "I ought to know, you know."

Miss Dunott turned abruptly, and the liquid spilled down over her apron. And then the incredible happened, for Marian Dunott, the blasé, diplomatic, self-composed Marian Dunott, got fussed.

"I didn't see you," she stammered.

"I didn't imagine that you did," Miss Carney laughed genially. "Your patient has just been praising the concoctions of his diet nurse. He didn't seem to know that they were the concoctions of the diet nurse, but in his acute illness it is natural that he should get confused."

Marian Dunott sat down the tray with a thump. Her face flamed, her lips quivered, and her eyes glared.

"Perhaps," she icily suggested, "you can clear up the confusion."

She swept—yes, swept—out of the room.

Before his intent gaze the other girl felt all sorts of things, but she tried to grin sociably.

"How do you know what the diet nurse makes?" he demanded.

She got up, but she didn't sweep; she did a modified swagger to the door. When she reached it she smiled back mockingly.

"Perhaps," she laughed softly, "I'll explain that sometime."

She tried to slip out the doorway, and just then he grabbed her—but that has nothing to do with the story.

### Doll's House Caught Train Robbers

BY ELINOR MARSH

Train robberies, which had quieted down during the early part of 19—, broke out with renewed vigor in the autumn of that year. One of these attacks was not only well planned, so far as getting treasure was concerned, but in getting away with it.

Jim Charnley was the leader of the band that made the attack and chose the field of enterprise by personally investigating different points on the railroad he proposed to operate on. He discovered a cave concealed by thick undergrowth where a party of men might hide. So far as he could learn, no one knew of it. He proposed to rob a train as it passed within

a few hundred yards of this cave. A part of the force would make off on horseback while another part with the plunder hid in the cave. A posse would follow those who had ridden away while the men in the cave waited till the excitement had died out and then make off.

The robbery was eminently successful. The train was stopped and the plunder taken from the express car. The robbers made off through a wood, dropping the treasure into the hands of four men who made their way to the cave unseen. Those who had ridden away were followed but not captured.

A surprise awaited those who had gone to the cave, among whom was Jim Charnley, the leader of the gang. He had not been to the cave since he had discovered it several weeks before. On entering it he saw a doll in a little bed and several articles of doll furniture beside it.

The presence of this inanimate combination of china and sawdust caused a commotion on the part of the robbers. Some of them, fearing that their presence there might be discovered, were for moving at once. But Charnley argued that the region of the robbery would be filled with persons moved by curiosity, if nothing more, and that any move for the present would be dangerous. If the child came to play in the cave she could be taken in and held from giving information of their presence.

Little Margy Bickford, who lived on the other side of the rise from the mouth of the cave, was the child who had made the place a playhouse. On the afternoon of the robbery she started to go there to get her doll and bring it home. Coming to the rise, she passed over the roof of the cave, where there was a break in the rock that formed it, not sufficient to let in light, but through which sound might pass. The robbers had closed up the mouth of the cave and supposed that they might talk with freedom. At the time Margy was passing over the break in the roof they were discussing whether they should get out or remain where they were. The question was a matter of life or death with them, and their arguments were by no means subdued. Margy, hearing voices in the bowels of the earth beneath her,

turned and ran back home as fast as her little legs would carry her. Her mother, seeing that the child had been frightened, questioned her and was told that some men were in her playhouse and would take her dolly away with them.

Mrs. Bickford had heard of the train robbery, and it was not long before she began to suspect the truth concerning the voices her daughter had heard in the cave. She went at once to a neighbor and reported the case. Unfortunately most of the men thereabout had gone off after the robbers, who had ridden away, and not enough men could be got together to warrant attacking an unknown number of desperadoes ensconced in a cave, so nothing was done except to station a boy of sixteen to watch the hiding place.

Charnley decided to remain where the robbers were only till midnight, then to walk to the nearest station two miles distant and board a train that would stop there a few minutes after 1 o'clock.

Billy Simpson, who was on watch, saw them leave the cave. He followed them to the station, near which they waited till they heard the train coming, and then went up on to the platform. Billy went to the rear car unseen by them and got aboard at the same time they did. There were four men in the gang, but they took separate seats. They paid the conductor their fare, and he passed on to the rear car, where Billy informed him as to the nature of the passengers who had just got on the train.

The conductor wrote a telegram, which he gave to Billy, instructing him to get off at the next station, five miles distant, and send it, believing that his own motions would be watched by the robbers. On reaching the station Billy stepped off on the dark side of the car unseen, and the train went on. The agent was in bed, but Billy routed him out, and the telegram was sent to a sizable town ten miles distant.

Meanwhile the conductor directed the engineer to slack speed that sufficient time might be given for preparation for a capture.

But few men could be got together in so short a time, and they were disguised, having boarded the train and went on with

it. The robbers began to leave it one by one, thinking they were unsuspected. This rendered their capture easy, and they were all seized without a fight.

Little Margy, who had saved \$40,000, was adopted by the express company. Billy was given a handsome reward and later a position on the railroad.

### The First Violin

BY LOUISE B. CUMMINGS

Fräulein Bertha Hauck left Germany just before the breaking out of the pan-European war to come to America. She was to be followed by a lover, Gustav Schultz, a young musician. They were both of the more refined class of Germans, but not noble. Their finances were cramped, and it was impossible for them to marry and live among the people with whom they had been used to associate. In America they could earn a living as they would not like to earn it where they were known.

Bertha had enough money saved to enable her to cross the ocean, and it was decided that she should come over in advance of her lover, who was serving his time of military service, which would not expire for several months. Bertha was to look into the new country and, if possible, make an engagement for him with an orchestra. In this way they might be self-supporting on Gustav's arrival.

Bertha arrived in New York, found friends who had come over years before, and as soon as she had settled herself, went out to look for an engagement for Gustav. She met the leader of an orchestra, who promised her that as soon as her lover arrived he would give him a trial. All was arranged, and the girl was expecting her lover to sail for New York when the news came that Germany had declared war upon Russia, and the rush of German troops into Belgium commenced.

From that day forward the fräulein heard nothing of her lover. She knew that, since war had been declared, he would not be permitted to come away even if he had chosen to come. Then came news of the fighting in Belgium, followed by more than a year of warfare. Bertha heard nothing from Gustav nor from any of her relatives. She had no great ex-

pectation of hearing from her lover, but thought she should hear from her mother and sisters. That she did not was probably because the censorship had caused the destruction of letters that might have been mailed to her.

At last, after waiting a year, a letter came stating that Gustav had been reported among the missing several months before, and since nothing later had been heard from him he was undoubtedly dead.

Bertha mourned for him as lost. True, if he were dead his identification badge should have been found. But if a man is buried under tons of earth caused by explosion or blown into numerous fragments what good is an identification badge? Nevertheless the poor girl had a ray of hope that Gustav lived and that they would one day be reunited.

Bertha was very handy with her brush and had the faculty of designing cards and other things needed at social functions. In this way she made quite a snug sum of money and, being frugal, had held on to nearly all of it. She met a countryman of hers, an artist much older than herself, who paid her a great deal of attention and ended by proposing marriage. But Bertha's heart was with her lover, be he alive or dead, and she would not listen to any other man.

Bertha's friends endeavored to cheer her by trying to induce her to go about with them to amusements. She yielded so far as music and pictures were concerned, but would not go anywhere else. Finally by holding up to her the fact that many scenes of moving picture plays were beautiful, they excited some interest in them. When they told her that pictures of scenes in the great European war were given she was only too ready to see them.

She had been a number of times to see pictures embodying military service when one night the marching to the French rear of a number of German prisoners was given. What was her astonishment to see, pale and haggard, a bandage on his forehead, walking on a crutch while he held up one foot, Gustav Schultz. She at once became hysterical and was taken out of the building.

When she became sufficiently calm to tell what had moved her, inquiries were

made in her behalf as to the time the picture which included her lover had been taken. An approximate date was given and was found to be nearly coincident with that at which Gustav was reported missing.

Thinking it possible that her lover was alive and in a French hospital, Bertha determined to go and seek him. She crossed the ocean to England and from there went to Paris. At Paris she learned at what camp the prisoners taken in the fight after which Gustav was reported missing were interned, and there she went. Upon examining the rolls she found her lover's name as an inmate of a hospital.

One morning while Sergeant Schultz was lying on his cot reading a newspaper, an autumn sun shining at a near window, he heard a cry, and, looking up, there was Bertha staggering toward him with open arms. In another moment she had clasped him and he her in an embrace.

Schultz was expecting that if he was ever returned to Germany he would be discharged from the service, for his foot had been so shattered that he would never be able to walk upon it again except with difficulty. He had exchanged a good foot for the iron cross, which he considered a fair exchange. Bertha's story excited a good deal of interest and sympathy among the French officers, who obtained permission for Gustav to embark for America.

He is now in New York, first violinist in an orchestra.

### Begun on a Phone

BY OSCAR COX.

There is nothing so pleases a girl as to get behind a screen where there is no possibility of being discovered and treating one of the opposite sex as she would never dream of treating him were her identity known. Ralph Harding, a youngster who was, to say the least, by no means bashful, was called to the telephone one day—a party wire—and a feminine voice asked, "Is this Mrs. Partington?"

"No; this is not Mrs. Partington."

"What is your number?"

"My number is 846, party W."

"Oh! I've got the wrong letter. I called 846 R. Excuse me."

How much often depends upon a trifle!

"No excuse needed, I assure you. Indeed, I must ask you to excuse me."

"What for, please?"

"Keeping you talking longer than is necessary to your purpose. The sound of your voice is pleasant to the ear."

A slight chuckle informed Mr. Harding that he had not given offense. The chuckle was the only reply, but it encouraged him to go on.

"We are frequently called to answer calls of 846 R. I suppose it is very easy for an operator to make a mistake in a letter."

"Quite so."

"Are you on a party wire?"

After some hesitancy the lady answered in the affirmative.

"Do you have the same letter as I?"

"My letter is 'M.'"

"And your number?"

Again the chuckle, but no other reply.

"Beg pardon. My question was thoughtless."

This was not true, as the girl well knew. If he had the number and the letter it would be possible for him to learn her identity.

"It wouldn't be proper for me to be chatting over the phone with a stranger," said the voice, "if he knew who I was, but since I am unknown it's no harm."

"How do you know that I'm not a very disreputable person?" asked Harding.

"By your voice. There is nothing that bespeaks refinement or the want of it so surely as the inflection of one's words. I defy any one not born and brought up in the highest class to assume the accent of one of that class."

"Thank you. You are repaying me for what I said to you with interest. Isn't it strange that I can hear you speak as plainly as if our lips were only an inch or two apart?"

Another chuckle.

"But, not being able to see you, I am obliged to rely on my imagination for a picture of you."

"What do you think I am like?"

"One of Titian's pictures—fair skin, dark eyes and a tinge of mellow sunset in your hair."

"I'm not like that at all."

"Well, then you are a brunette."

There being no reply, Harding asked if

he was "getting warm," as the children say in hide and seek games. But the lady, who was evidently guarding herself against identification, declined to favor him with a reply.

"I wish you would give me something so I could find out who you are," he said.

"I am a lady."

"And, while a lady may talk to a strange man unknown, she would cease to be a lady if she became known, I suppose."

"Exactly."

"Very well, there is a chance, according to your definition of a lady, of your ceasing to be one."

"How is that?"

"If ever I meet you and you say a word to me I shall know you by that voice of yours, which has a melody in it I have never heard in a woman's voice before."

"Oh, my good gracious!"

"Therefore pray that I shall never meet you."

"I will. You're simply flattering me. I don't believe you could tell me by my voice at all."

"We may test that, and without your giving me any clew to your identity except what I have, your voice."

"How?"

"I'll tell you my name and where I live and give you any other information of myself that will enable you to meet me, you remaining unknown to me. By this you may contrive a meeting without my suspecting it. If I don't recognize you by your voice I am much mistaken. Is it a go?"

She did not say whether it was a go or not, but he gave her his name and address. She asked him to name some persons he knew, and at his giving a certain name she said he need not go any farther, thereby giving him a point, and he resolved to be watchful whenever at the home of the person named. Then they said "Goodby," there were two clicks, and fate had arranged for a wedding.

Some months later Harding was invited to dine at the house of a friend—not the one the girl of the telephone had given him reason to suspect as a mutual friend. Before going into dinner, hearing a voice behind him, he turned, looked a girl in the face and said:

"I am pleased to renew our acquaintance begun on the phone."

The girl blushed to the roots of her hair. The wedding took place ten months later.

### Committee on Industrial Relations, Washington, D. C.

FROM GEORGE P. WEST

Governor Carlson's latest service to the cause of industrial tyranny in Colorado is his threat to use the State militia to drive 700 striking smelter employees back to work at the Leadville plant of the Gugenheim smelting trust.

Remembering Ludlow, the strikers, who were unorganized immigrants, went back to work without an adjustment of their demand for higher pay and without relief from exploitation by storekeepers and petty bosses.

Carlson's threat to enforce involuntary servitude on the Leadville strikers has the sanction of a law which he put through the legislature last year. This act, by prohibiting strikes until the State Industrial Commission has investigated and rendered its report, has tied the hands of labor and has imposed on Colorado a practice that every other American State has repudiated as a violation of the rights of its citizens.

The Colorado law is modeled after a Canadian act written by W. L. Mackenzie King, now industrial relations agent for John D. Rockefeller. Even King did not attempt to make it apply to any industries except public utilities. Many efforts had been made to secure its adoption by various states in this country, but all these efforts had failed until the coal companies put Carlson in the Governor's chair.

Unorganized workmen under this law are powerless to protest against exploitation by the only means at their command—the quick, unexpected strike. When they violate the law, as at Leadville, they are threatened with gunmen in militia uniforms and placed in the position of criminals. Thanks to this law, the Leadville strike is the only strike of unorganized workers to occur recently that has not won an increase in wages.

For organized workers the law is just as dangerous and injurious. To give the

employer 30 or 60 or 90 days' notice before striking is to lose half the effectiveness of the strike weapon, because it gives the employer opportunity to weed out the best union men, arrange for strikebreakers, and speed up production so that a shut-down, if it comes later on, will not affect his earnings. The recent street car strike in Washington, which lasted 36 hours and with a minimum of inconvenience to the public won recognition of the union and forced the companies to negotiate, could not have succeeded had companies been given even 30 days' notice. At the end of that period there would have been no union men left in the company's employ.

Above all, the law is un-American and unconstitutional because it enforces involuntary servitude, as President Samuel Gompers of the American Federation of Labor has pointed out time and again. Only in Colorado under Carlson could such a statute find its way onto the books.

The fact that other features of the Colorado Industrial Commission law have been administered by the Commission in a manner to win labor's approval is all the more reason for emphasizing the danger in that part of it which prohibits strikes.

#### ACQUITTAL OF UNION OFFICIALS

"Governor Carlson and Attorney General Farrar of Colorado are utterly discredited and their persecution of former strikers and union officials has definitely failed as a result of the verdict just returned by a Colorado jury acquitting four former strikers accused of murder."

This is the substance of a statement today by Frank P. Walsh, chairman of the Committee on Industrial Relations.

"Carlson and Farrar were elected on a 'law and order' platform, pledging them to execute coal company vengeance on the strikers," said Mr. Walsh. "They succeeded in procuring the conviction of John R. Lawson and his sentence to life imprisonment before the Supreme Court spoiled their plans by disqualifying the hand-picked judge whom Carlson put in office at the bidding of the coal companies.

"The verdict at Castle Rock shows that these corporation agents had nothing

left to stand on when they were forced to submit their case to a fair judge. They have been frustrated at last in their hitherto successful effort to pervert the course of justice.

"Even the newspapers most friendly to the coal companies are now demanding that further prosecutions cease, and it is apparent that the people of Colorado are no longer deceived as to who are the real masters of the men they put in office in the belief that they were supporting the prohibition cause.

"Credit for the magnificent defense received by the four strikers just acquitted is due to Edward P. Costigan, their attorney. A fair judge permitted the defense to put into the record the amazing story of crime and tyranny in the coal fields of southern Colorado, and the result could not have been in doubt.

"This ends the attempt of the coal companies to put terror into the hearts of any group of employees who might at some time in the future dare to revolt against industrial tyranny. They hoped to accomplish this by procuring, through Carlson and Farrar, the imprisonment or hanging of many of the striker heroes of 1913-14."

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#### Sneeze Without Winking

Bobby came home one day covered with dirt and bruises and trundling a broken bicycle.

"What on earth have you been doing, my child?" exclaimed his terrified mother.

"I ran over a big dog and took a fall," explained Bobby.

"Couldn't you see him and give him the road?"

"Yes; I saw him and was turning out, but when I got within about ten feet of him I shut my eyes, and before I got 'em open again I'd run into him."

"For the land's sake, what did you shut your eyes for?"

"Couldn't help it. Had to sneeze. If you think you can hold your eyes open when the sneeze comes you just try it some day."

If the reader thinks Bobby's excuse was not a valid one let him try it some day "when the sneeze comes"—*Youth's Companion*.

## Legal News Gleanings

### Decisions Under the Safety Appliance Acts

United States Circuit Court of Appeals, Ninth Circuit. No. 2836. United States of America, plaintiff in error, v. Great Northern Railway Company, defendant in error. Error to the District Court of the United States for the Eastern District of Washington. Decided February 14, 1916.

1. It was the intention of Congress by the power brake provision of the safety appliance acts (27 Stat. 531; 29 Stat. 85; 32 Stat. 943) to make it unlawful to require brakemen to use hand brakes in the ordinary management and movement of freight trains in interstate commerce. (Virginian Ry. Co. v. United States, 223 Fed. 748 quoted with approval).
2. In an act, the express purpose of which is to relieve brakemen from the danger of using hand brakes, a provision that the train shall be so equipped as to run without requiring the use of the hand brakes is a prohibition against the use of the hand brakes in the ordinary movement of trains.
3. The language of the act was equivalent to declaring that after the date named freight trains should not only be equipped to run, but should actually be run without requiring brakemen to use the common hand brake.

Francis A. Garrecht, United States attorney, and Philip J. Doherty, special assistant United States attorney, for plaintiff in error.

Charles S. Albert and Thomas Balmer, for the defendant in error.

Before Gilbert, Ross and Morrow, Circuit Judges.

#### OPINION OF THE COURT

Gilbert, Circuit Judge:

An action consisting of 12 counts was brought against the defendant in error to recover penalties for violations of the safety appliance act approved March 2, 1893 (27 Stat., 531), as amended by the act of April 1, 1896 (29 Stat., 85), and by the act of March 2, 1903 (32 Stat., 943). It was alleged that the defendant ran on its line of railroad, in interstate commerce, certain freight trains drawn by its own locomotive engines, but that at times the speed of the trains was controlled by brakemen who were required to use common hand brakes for that purpose. There was a stipulation between the parties that each engine was equipped

with a power driving-wheel brake, and appliances for operating a train-brake system; that in each train not less than 85 per cent of the cars therein were equipped with power or train brakes which were used and operated by the engineer of the locomotive drawing such train, to control its speed, in connection with the hand brakes. The court below sustained a demurrer to the complaint on the ground that none of the counts therein set forth facts sufficient to constitute an offense against the United States.

The statute of March 2, 1893, provides—

That from and after the 1st day of January, 1898, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its line any locomotive engine in moving interstate traffic not equipped with a power-driving wheel brake and appliances for operating the train brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brake for that purpose.

The amendment of April 1, 1896, imposes a penalty upon any such common carrier—

using any locomotive engine running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act.

The amendment of March 2, 1903, provides—

That whenever, as provided in said act, any train is operated with power or train brakes, not less than 50 per cent of the cars in such train shall have their brakes used and operated by the engineer of the locomotive drawing such train; and all power-braked cars in such train which are associated together with said 50 per cent shall have their brakes so used and operated.

The act gave the Interstate Commerce Commission authority from time to time to increase the minimum percentage of cars in any train required to be operated with power or train brakes, and at the time of the acts complained of the percentage of cars required to have their brakes used and operated by the engineer of the locomotive drawing the train had been increased to 85.

The court below construed the acts and amendments thereto as permitting the use of hand-brakes in connection with the specific power brakes referred to in the

act. The plaintiff assigns error to that construction and contends that it was the intention of the act to require that the movement of all such trains must be controlled by power brakes, and that no brakemen should be required to use hand brakes.

We have carefully considered the questions involved and have reached these conclusions:

First. Aside from the language of the act and the amendments, there is external evidence that it was the intention of Congress thereby to make it unlawful to require brakemen to use hand brakes in the ordinary management and movement of freight trains in interstate commerce. This is shown by the title of the act and the reports of committees during the passage of the bill through Congress. The title of the act is "An act to promote the safety of employees and travelers on railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving wheel brakes, and for other purposes." The House Committee on Interstate Commerce, in its report on the bill, after referring to the number of train hands killed in falling from trains and engines, said:

It is the judgment of this committee that all cars and locomotives should be equipped with automatic couplers, obviating the necessity of men going between the cars, and continuous train brakes that can be operated from the locomotive, and dispense with the use of men on the tops of the cars; that the locomotive should be provided with power driving-wheel brakes, rendering them easy of control. The brakes now have to be largely operated by the brakemen, traveling over the tops of the cars by night and day, through sleet and rain, exposed to great danger of falling from the cars, or from overhead obstructions.

The chairman of the committee which had charge of the bill in the Senate explained the bill by saying—

When we get the cars of this country equipped with uniform couplers, with air brakes, so that the men will not be required to go between the cars, so that the men who are on top of the cars today will be taken off and thereby relieved from the danger of such positions, there will be no cause for any further legislation on the subject, in my judgment.

The Interstate Commerce Commission also so understood the act. In its eleventh annual report, it said:

The requirement, therefore, is not that a carrier shall equip its cars with the brake or the coupler, but that it shall not use in interstate traffic a train which is not controlled by the train brake.

In its thirteenth annual report the commission, anticipating the time when the law should go into effect, said:

The men will not then be obliged to use the tops of the cars for braking, nor to walk on the running boards. The freight train will be as completely under the control of the engineer as passenger trains are at the present time.

Second. The act by its terms expresses with sufficient certainty the intention of Congress that hand brakes shall not be used on freight trains in the ordinary movement of such trains in interstate commerce. By the act Congress adopted for freight trains the system of braking that was in use on passenger trains. It made no specific mention of the number of cars in a train that should be equipped with power brakes, but it enacted in general terms that the train should be sufficiently equipped to be run without requiring the use of the common hand brake. The clause "without requiring brakemen to use the common hand brake," as found in the first section of the act is used in the same sense as the words "without the necessity of men going between the ends of the cars," in the second section, which provides for automatic couplers. The language of the act was equivalent to declaring that after the date named freight trains should not only be equipped to run, but should actually be run without requiring brakemen to use the common hand brake. No implication to the contrary is to be found in the provision in section 2 [of the act of April 14, 1910] that all cars must be equipped with "efficient hand brakes," a provision which is ascribable to the necessity of controlling the movement of cars in yards and elsewhere, when trains have been broken up or are being made up. In an act, the express purpose of which is to relieve brakemen from the danger of using hand brakes, a provision that the train shall be so equipped as to run without requiring the use of hand brakes is a prohibition against the use of hand brakes in the ordinary movement of the trains. In view of the protection which was intended to be afforded by the act, it would have been idle for Congress



to declare that freight trains must be equipped with appliances to operate a power-brake system, and at the same time leave it optional with a railroad company to decide whether it would or would not operate its trains with that system. To say that trains shall be provided with power brakes, and in the same breath to say that the carrier may refuse to use them, is to contradict the very purpose and terms of the act. Yet such is the effect of the law if it be given the construction contended for by the defendant in error.

The act is not to be construed by the rules which govern the construction of criminal statutes. The action is a civil action to recover a penalty. The Supreme Court has held that if the language of a penal statute is plain, it will be construed as it reads, and that the words will be given their full meaning, and if ambiguous the court will lean more strongly in favor of the defendant than it would be if the statute were remedial in its nature. *Bolles v. Outing Co.* (175 U. S. 262); *Johnson v. Southern Pacific Co.* (196 U. S. 1). In the case last cited, the court quoted with approval the language of Mr. Justice Story in *United States v. Winn* (3 Summ. 209), as follows:

I agree to that rule in its true and sober sense; that is, that penal statutes are not to be enlarged by implication or extended to cases not obviously within their words and purport. . . . And where a word is used in the statute which has various known significations, I know of no rule that requires the court to adopt one in preference to another, simply because it is more restrained, if the objects of the statute equally apply to the largest and broadest sense of the word. In short, it appears to me that the proper course in all these cases is to search out and follow the true intent of the legislature, and to adopt that sense of the words which harmonizes best with the context, and promotes in the fullest manner the apparent policy and objects of the legislature.

The only reported case which supports the decision of the court below is *United States v. Baltimore & O. R. Co.* (176 Fed. 114), in which it was held that the law is complied with so long as it is shown that trains contain the required percentage of cars equipped with power brakes. The order of nonsuit in that case was affirmed by the Circuit Court of Appeals for the Third Circuit in *United States v. Baltimore & O. R. Co.* (185 Fed. 486),

but that court declined to express an opinion as to the construction placed on the statutes by the District Court. On the other hand, in *Virginian Ry. Co. v. United States* (223 Fed. 748), the Circuit Court of Appeals for the Fourth Circuit, in a carefully considered opinion, reached the opposite conclusion. The court said:

It is impossible to believe that Congress compelled the equipment of locomotives and cars with the appliances specified in the act for the declared purpose of doing away with the dangerous operation of hand brakes, and then left it to the carriers themselves to decide when and under what circumstances those appliances should be used.

The judgment is reversed, and the cause is remanded to the court below for further proceedings.

Ross, Circuit Judge, dissenting:

The sufficiency of the complaint in this case is to be considered in the light of this stipulation entered into by and between the respective parties:

It is stipulated that in consideration of the demurrer to each of the causes of action herein in this court or in any appellate proceedings, it may be accepted as a fact as to each of said causes of action that each engine was equipped with a power driving-wheel brake and appliances for operating a train-brake system, and that in each train not less than 85 per cent of the cars therein were equipped with power or train brakes, which were used and operated by the engineer of the locomotive drawing such train, to control its speed in connection with the hand brakes.

Dated this 14th day of June, 1915.

(Signed) Francis A. Garrecht, M. C. List, attorneys for plaintiff. Chas. S. Albert, attorney for defendant.

The facts of the case, therefore, are that as to each of the causes of action counted on each engine was not only equipped with a power driving-wheel brake and appliances for operating a train-brake system, and that in each train not less than 85 per cent of the cars therein were equipped with power brakes, but that they were used and operated by the engineer of the locomotive drawing such train to control its speed in connection with the hand brakes.

The sole question, therefore, in the case, is not whether Congress should have under such circumstances prohibited the use of any hand brakes, but whether it has done so by its legislation upon the subject.

That it has not done so seems to me

very plain from a mere reading of its enactments. That of March 2, 1893, referred to in the opinion of the court, declares:

That from and after the 1st day of January, 1898, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its line any locomotive engine in moving interstate traffic not equipped with a power driving-wheel brake and appliances for operating the train-brake system or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brakes for that purpose.

It will be observed that in that act Congress did not specify the number of cars that should be equipped with the train-brake system, only requiring that the number should be "sufficient" for the purpose designed. But by its amendment of March 2, 1903, also referred to in the opinion, Congress declared:

That whenever, as provided in said act, any train is operated with power or train brakes, not less than 50 per cent of the cars in such train shall have their brakes used and operated by the engineer of the locomotive drawing such train; and all power-brake cars in such train which are associated together with said 50 per cent shall have their brakes so used and operated; and, to more fully carry into effect the object of said act, the Interstate Commerce Commission may, from time to time, after full hearing, increase the minimum percentage of cars in any train required to be operated with power or train brakes which must have their brakes used and operated as aforesaid; and failure to comply with any such requirement of the said Interstate Commerce Commission, shall be subject to the like penalty as failure to comply with any requirement of this section.

Pursuant to the power thus delegated to it, the Interstate Commerce Commission, on the 6th day of June, 1910, promulgated this order:

That it is ordered, that on and after September 1, 1910, on all railroads used in interstate commerce, whenever as required by the safety-appliance acts as amended March 2, 1903, any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by the engineer of the locomotive drawing such train, and all power-brake cars in each such train which are associated together with the 85 per cent shall have their brakes so used and operated.

It is thus seen that at first Congress only required a "sufficient" number of the cars of a train to be equipped with the power-brake system, without specifying

the number, then by amendment fixed that number at not less than 50 per cent and gave to the Interstate Commerce Commission power to increase that number after a full hearing before it to the extent it should deem wise. There is in no act of Congress that has been cited, any provision prohibiting the equipment of the cars with hand brakes also; on the contrary, by section 2 of its act of April 14, 1910 (36 Stat. L., 298), Congress expressly provided, among other things, that "all cars must be equipped with secure sill steps and efficient hand brakes," with a certain proviso not important to be here mentioned.

There is certainly nothing in the above quoted provisions of the statute either expressly or, in my opinion, by implication prohibiting the use of hand brakes in connection with the power brake system, and the facts of the present case as made to appear by the record are that the full percentage of the cars constituting the trains in question, required by the Interstate Commerce Commission pursuant to its legislative authority to be equipped with the power brake system, were so equipped, and that the trains in question were operated thereby. For the court to hold that a larger percentage of the cars of the trains should have been equipped with and operated by the power brake system, would be for it to assume the function devolved by Congress upon the Interstate Commerce Commission, which, of course, it has no power to do.

The case of *Virginian Ry. Co. v. U. S.* (233 Fed., 748), quoted in the opinion as sustaining the conclusion of the court, does not, I think, in any respect do so. The trains there under consideration consisted of 100 cars each, each of which was equipped with power brakes and also with hand brakes, and the driving wheels of the engines were also properly equipped; nevertheless, upon each of those trains the power brakes were not used at all, but, on the contrary, the trains were controlled solely by the use of the hand brakes, which the court very properly held was a clear violation of the act of Congress.

In my opinion, the judgment of the court below should be affirmed.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### The Eight-Hour Day, and Time and One-Half for Overtime.

It should hardly be necessary to educate our own members to the meaning and effects of the above cause, but as the great majority of the press, papers and magazines are as yet slaves to the money powers, this JOURNAL and others of its kind, with a few other exceptions, are our only means of a fair and just intercourse with each other; and by trusting to luck, perhaps from among the four national journals directly concerned in the cause, together with other efforts being made, enough of the truth will seep through to the public to give them some idea of the facts involved.

My purpose in this communication is to show the folly of making further or future settlements with the four railway organizations involved, without conceding the proposition of penalization for abuses, misuses and oppression of long hours, which is entirely feasible and absolutely possible to avoid payment of in any case, excluding possibly accidents which have been reduced exceedingly, but will occur until humanity becomes infallible.

As to educating our own men, as I said, it hardly seems necessary, at the same time, our older men of whom much is expected, in this cause may need a slight reminder of what the real hardships are today besetting his younger Brother's pathway. Having worked extra 13 years with yet no early prospects of regular work where I am located and having run

everything from a narrow gauge to the modern type locomotive, and from yard work through all freight service, including as well a great deal of the best passenger service, I feel that my evidence should be at least partly competent.

As to the eight-hour day, I firmly believe the railroad companies would grant it without hesitating to any great extent, if they could avoid the penalizing rule of time and one-half for overtime; what material difference would it make to the railroad company whether your day was four hours, six hours, eight hours, or ten hours, so long as they can work you 16 hours at a proportionate rate of pay? What the employees want is what is nationally recognized as a fair work day, with a penalty for longer service.

As said, they would possibly grant anything reasonable constituting a flat percentage increase, without penalization; but what would it result in? The same dissatisfaction, dissension, and industrial unrest that has followed every similar increase granted in the past few years. Why? Because the game of retaliation has been nationally played by the railroad companies following every increase or reduction in hours granted in the last few years. How? The railroad companies after granting the concessions get their heads together in a nationally systematized scheme and figure how they can get it back in the shortest possible time and way, without injuring or reflecting dividends, high official salaries, and the luxurious lives of their directors, many stockholders and officials. The result: Larger powers, tonnage increased to the impracticable and utmost capacity of such power and using the 16-hour law as a legalized work day, which results in overworking and overloading men and engines, so that they cannot get over the division in 16 hours, causing them to tie up on line of road for 8 or 10 hours, where it is often impossible to get proper food, and perhaps forced to take rest the law has provided—which practically speaking is no penalty on the company—on the seat box or in the cab of the locomotive. Is there a craft of labor in existence that would stand such abuse indefinitely and then after you get this "lawful" rest, resume

duty again? This has occurred frequently and I have known it to occur twice in covering one division.

Further results: The larger power is seemingly much harder to keep up under such strains, and what B. of L. Division is it in the country, located on a railroad division of any importance where the power is the least neglected, that has not engineers on its pension rolls or indigent lists, or that are nervous wrecks from the results of hard riding or other discomforts, as well as long hours caused from this heavy power? I'll venture the assertion without the exact statistics that our organization alone is paying out enough annually to members who are nervous wrecks and broken in health from these causes, to say nothing of deaths, to buy four modern locomotives, and the cost of these is no secret. Would any proposition tend more to overcome this condition than our proposals?

The eight-hour day should be met and granted in every respect without opposition to all; however, it will not meet the requirement in through freight service which is to be based on  $12\frac{1}{2}$  miles per hour; in fact, in passenger service nothing is requested, and practically nothing in through freight service except where overtime is made, which can and positively should be avoided, if any consideration is shown for human endurance. The erroneous idea that all service is based on strictly eight hours is wrong, as all through freight service is based on  $12\frac{1}{2}$  miles per hour, which means, if your division is 100 miles long, you will get overtime after eight hours; if 125 miles long, after 10 hours; if 150 miles long, after 12 hours, and so on, simply dividing the number of miles by  $12\frac{1}{2}$ . So this narrows the request down to yard and slow freight service where the long hours and hardships really exist, and of course narrows the principal objection on the part of the company to the penalizing compensation for long hours.

Having studied a great deal of English and American history, this request of the 350,000 subjects of the railroad corporation reminds me in principle of the great revolution of the English in 1215, when the subjects or common people forced from and were granted the Magna

Charta or bill of rights from the kings and lords and which constituted the foundation of our great American Republic.

In essence, what we want today is a new bill of rights from our railroad lords. The main stay of this bill of rights, is time and one-half for all overtime, which when made is blood money and the only conceivable manner in overcoming the abuse of long hours, as the time has arrived when we must invoke the principle used in sustaining law, in order to overcome the abuse of long hours and incident hardships, as past promises, written agreements nor legislation has succeeded. In many past settlements, we at the time felt such things overcome, but after returning to our labors, under new agreements and legislation, the wheels of retaliation were set to work with the result that we soon found that while our remuneration was slightly increased, our labors and abuses were many times doubly increased, with the results that dissension and dissatisfaction again resumed until it has today assumed the present status of affairs, and we are now convinced, as I individually have been for many years, past writings verifying, that only one thing will set the wheels of justice in this respect right, and that is *penalization* for abuses, impositions or oppression. What would your civil or criminal laws amount to, if it were not for the penalties attached to the violations? Perhaps good advice. So follow this principle, attach the penalty to the many recognized abuses resulting from long or excessive hours, and the railroad companies can avoid them or suffer the consequences and don't accept promises or good advice. The public, I believe, will soon grasp our situation; while I know many will be misled by statements which show, where a locomotive originally cost eight or ten thousand dollars they now cost twenty-five or thirty thousand and more, without stating that the cheaper locomotive hauled 15 or 20 cars compared with the other monster hauling 75 to 100 cars and more; this is a forceful argument for the railroads with the essentials cut off. The press, unfair to labor, would also have you believe that the men want long hours. This argument is preposterous, an unnatural one, and if

the companies did not desire long hours, they could easily avoid them. They also tell you that some of our engineers make more than bank presidents; they allude to passenger engineers, we presume, and some of the village bank presidents, and in the name of Him who is just, why shouldn't they? Even though the assertion is exaggerated and the further fact that we are not at present asking for any concession for our passenger engineers, however, we surely know that no coercion will cause our older passenger engineers or conductors to desert the cause of their other Brothers, who have given many sacrifices, much time and hard earned money to uphold principles of seniority and make their conditions and pay as it is found today; and they fully realize also that the power which daily makes sacrifices upholding their principle of rights to the best runs and that placed them in their present condition with remuneration received, could do such a thing as revoke it all and take it away, though no anticipation of such an occurrence is ever contemplated.

The road I am employed with is by no means used as an example, for comparatively speaking our company is nationally recognized by our organization as an exception in fair treatment of their employees, though they are a victim of this nationally systematized greed for the almighty dollar, come how it may in the way of oppression due to long hours.

I do not consider this a question of, Can we stop it? rather a question of Shall we stop it?

Trusting my remarks may not be out of place at the critical moment of our four organizations, I am, fraternally,

T. J. MULLEN, Div. 343.

### Eight-Hour Day Settlement.

ASHEVILLE, N. C., April 4, 1916.

EDITOR JOURNAL: In reading the different articles in our magazine each month, I do not find an article where a member is satisfied with the present long hours of service that we now serve, but all are for backing up the eight-hour and time and-one-half movement and no compromising of the demand, and no doubt

but what if the vote had included "Do you wish for slightly less than you demand?" the vote would have been just as overwhelming No, as was Yes, for the eight-hour and time and a half proposition.

Further, I do not believe but what the majority are against the present proposition being left to arbitration. I for one am, for two reasons: First, because the two neutral arbitrators are never picked from among men who have labored physically all their lives; and therefore, the proposition is not as fair as it looks to be. At first glance arbitration looks fair because the men have the right to appoint as many men on the arbitration board as the railroads have, and the arbitrators appointed by the railroads and the men do try and appoint the other two neutral men, but if the arbitrators that are appointed by the railroads are faithful to the railway companies, they will not agree to any two men that the employees' arbitrators may suggest, and if the employees' arbitrators are faithful they will not agree to appoint any two men that the railway companies may suggest; consequently they cannot agree. Then the Government after a certain length of time has to appoint the other two neutral arbitrators, and right there is where the employees cannot get a square deal, because no government official knows any person except with whom he has associated, and that is some Yale, Harvard or like institution student where aristocratic environments dominate, or some prominent lawyer or politician who has only gained his notoriety through capital while working for capital, and thereby become unconsciously a bias person. I do not mean to say that it is impossible for the Government to appoint two men that would give us a square deal, but I do say it is not probable.

Second, after an arbitration board has been formed the railroads only have to buy just one member of the board to have the decision their way, and in my opinion they would be willing to give one arbitrator a million dollars for a decision in their favor.

The welfare of our organizations depends on a satisfactory settlement of the

present demands, and I believe this fact is recognized by the most thoughtful of our organizations, because we must not lose sight of the fact that we have not a closed shop rule, and a number of our members do not realize the importance of the insurance offered, much less the protections given which are more essential, therefore they would not hesitate to drop their membership, if the strongest organization that was ever organized failed to get a satisfactory settlement.

The present movement is not only very important from an organization viewpoint, but from the individuals as well, so we cannot afford to take any chances with the present movement, and when we accept arbitration we take a chance and a big chance. I reassert we do not want arbitration: first, because it is taking a chance; second, because it delays a decision, and delay is one of the railroads' hobbies.

Fraternally,

J. E. BAUMBERGER, Div. 267.

### A Debatable Question

GOODLAND, KANS., March 21, 1916.

EDITOR JOURNAL: Shall we close the other fellow's shop, and open our own doors? Among the momentous questions confronting the B. of L. E., none will have greater influence on the future welfare than adoption of the closed shop propaganda. If we correctly understand this term, its adoption means that thereafter those who follow the occupation of locomotive engineer will have to belong to the B. of L. E. or vacate.

Now if such a condition comes to pass, changes in our laws to meet the situation will naturally follow, and we will have to decide the expediency of eliminating certain articles placed in our constitution by farseeing Brothers with the view of having our organization composed of honorable men, and substitute a law providing for the admittance of any locomotive engineer. Or retain our present law and go on record as sanctioning the crime of black-listing, by saying to certain engineers, "Your character is such that we cannot grant you membership in our honorable body, and therefore will deprive you of making a living at your chosen vocation." Probably the Brothers who advo-

cate this idea have in mind a plan whereby the Brotherhood can adopt the closed shop and avoid an embarrassing situation. Those who look on the closed shop as a progressive step should call to mind the heroic struggles of our forefathers in overthrowing the ancient system of controlling affiliations by law. Members of today became adherents through a sense of manly duty, and the word *Justice* should be stricken from our motto before we compel them to affiliate in a Division room with a barnacle who joined the Brotherhood as a last resort to save his job.

Everyone connected with a railroad is aware that the Brotherhood has great expense in maintaining the good things it has brought to all men who run engines, and those who participate in such benefits and show no disposition to contribute their share are not worthy of consideration, and the Brotherhood should not try to elevate them in the public eye by forcing them to do what manly principle has long demanded. Nor should they be used as a final lock for a closed shop, as each one would carry a bunch of oiled keys ready for instant use if a strong demand were made to open the shop.

We have practically a closed shop now, as nearly every road in the country recognizes the Brotherhood in making agreements with its engineers, and since this is the case there is nothing outside of a monetary consideration to be gained by admitting every engineer who has the price, regardless of his moral standing. We have many manly Brothers struggling to hold membership and are having a hard time due to depressed conditions, and if we change any laws should remember the old adage about the starting point for charity and change them to help these men. The Brother out of employment and unable to pay should be relieved of all Brotherhood expense, and the Brother on the extra list, of part that he now pays. Some few might take advantage of an arrangement of this kind, but the per cent would be too small for serious consideration. There is no reason why the Brother with steady employment should not be willing to carry the main burden and thereby assist those

less fortunate, and if he considers what the Brotherhood has done for him will realize he is then getting big interest on the money invested. We hope the day is far distant when the Brotherhood will close the shop on one side and throw the doors wide open on the other.

Faternally, J. L. BOYLE, Div. 422.

### Rule G

SAN ANTONIO, TEX., March, 1916.

EDITOR JOURNAL: "Having Eyes That See" suggests when you see a good thing push it along. I see a good chance in what Bro. F. E. Wood, Div. 755, says under the above heading, page 201, March JOURNAL, to call for a showdown on Rule G and consistency.

In a letter written by myself and published in the *Conductor's* last November appeared the following paragraph: The sentiment of the majority of the employees was expressed by Chief Stone, of the B. of L. E. He said publicly: You cannot make Rule G too strong to suit me, but it should apply to the officials as well as to the employees. Is it consistent to prohibit employees from frequenting places where intoxicants are sold and then forget the conductor is in charge of the train from the pilot to the markers? Who is responsible for keeping John Barleycorn on the trains? While I called attention to the inconsistency of putting the conductors in charge of a saloon and bartender, Brother Wood goes farther and says: The engineer with the average private car of railroad officials attached to the train he is pulling literally flows with whisky, wine and beer. God save the mark, "Consistency, thou art a jewel."

I personally know one General Manager who does not permit booze on his official car, and he has done more to knock booze off the track than a thousand who disregard what they preach and teach about Rule G.

Have been informed that President Willard, of the B. & O., was at one time an engineer. In 1913, he ordered that no intoxicating liquor be carried or served on his official car. A few years ago Vice President W. A. Garrett, of the C. & N. W., in an address to the employees

said: "You are welcome to drink as much whisky as the officials, but no more." All this goes to show that there are exceptions to all things, but it is certainly a treat to read letters from men like Brother Wood, who have the courage to protest to pulling a train with a car attached that is literally flowing with whisky, wine and beer.

In an article in *Collier's*, February 19, Edward Hungersford, one of the best known editors on railroad affairs, said: "Consistently." Right here the active railroaders interrupt and say, "There's the point." Are the roads consistent? How can they drill Rule G into our hearts and minds and keep selling booze in their cars and in their stations? He further says, The drinking passenger is a genuine problem to the men who run the road. Conductors, Pullman porters, trainmen, all have come to know him and hate him, sometimes to fear him, and no railroad company can hope fully to enforce its all important Rule G without at least making some distinct effort toward ending the sale or use of liquor upon the property. This point is so settled in my own mind that it is no longer open for discussion. This line of reasoning first came to my mind 20 years ago when I joined the B. of L. F. at Palestine, Tex., when Charles W. Maier, Third Vice Grand Master of the B. of L. F. & E., addressing our lodge, said one of the hardest fights he had to make against members drinking was the fact so many railroad companies permitted the sale of intoxicants in their depots and eating houses.

In conclusion, I will say, "Yes, we have eyes that see and recognize consistency."

Yours truly, F. J. BAILEY,

O. R. C. Div. 78.

### The Dispatcher and the Engineer

EDITOR JOURNAL: At an old country school-house a few years ago, two boys together grew side by side. When life was full of vigor and in their prime they both decided to railroad, so went to the city and applied for positions. One began as an operator, the other as fireman; in a few years one graduates as operator and the other as engineer. One advances to the position of dispatcher, while the other

keeps on as an engineer, and as they had been raised together in boyhood days, they still remained bosom friends and boarded and roomed together.

Smith, the dispatcher, often told Jones, his boyhood friend, of the hardships of train dispatcher, while Jones would tell his griefs as an engineer. On a dark and rainy night when the wind was howling, the callboy calls Jones at 11:30 p. m. to go at 1 a. m. At the same time Smith goes with Jones to his office as the third trick dispatcher at 12 o'clock midnight, for his eight hours, glued to his seat as he often tells Jones with constant strain of nerves and brains to dispatch the trains at 2 or 3, and after a delay in yard, getting train ready to go, Jones and his conductor report for orders to Smith, now glued to his seat for two or three hours, gives Jones his order to run by. Now let's consider Jones in the cab of a large engine with 75 or 100 cars in train to keep on the lookout for signals ahead, and signals from rear. It is impossible for him to be glued to his seat, as he hasn't time enough, for he must get up and take a look toward the rear to see if they are all coming, and possibly see a hot-box in a blaze, and must pull along slow and find a stopping place to allow train crew to cool box and brass, and then he starts off again after two or three hours' delay, or in some yard 45 minutes to one hour cooling hot-boxes only to lose a meeting point with some train and a further delay, and only 25 or 30 miles start on his journey, while Smith has already worked six of his eight hours, but Jones starts on again only to find other things to delay, and at 8 a. m. Smith is off and the other eight-hour dispatcher arrives to take Smith's place for eight hours while Jones is still pounding along, with a cup of tank water and an egg sandwich for breakfast, and Smith is enjoying a good hot meal, and now Jones is already 60 or 70 miles on his way with the 100-car train and 20 or 25 miles to go, when the second trick dispatcher is getting ready to go to his home to enjoy a good hearty supper and a good night's rest, while Jones arrives at his destination of a trip of 125 miles in 15 hours and 55 minutes on duty, only to be called out again at 12:30 or 1 a. m. to report the

same conditions, and on his return trip while three dispatchers and operators have made their day's work, had three hot meals and 16 hours' rest, and then tell how hard they work and how strenuous their positions are while the train crews are on duty 16 hours out of every 24, with only actually six hours' rest and no hot meals. Let's all band together and demand eight hours per 100 miles and less cars to haul over the road or pay time and a half for hauling them and stop our hardships. Nobody wants overtime. A decent train to handle and a decent day's work and give our companies good service and we expect the same, so eight hours per 100 miles is not too much. Let's stick out for our plans now started. DRV. 819.

### The Eight-Hour Day

PITTSBURGH, PA. April 3, 1916.

EDITOR JOURNAL: Our newspapers throughout the United States are making some very elaborate statements and figures showing what a heavy cost or increased expenditure it will make to give the transportation men the eight-hour day and time-and-one-half for overtime.

On page 345 of the April JOURNAL is printed the statement of the *Railway Age Gazette* of Mr. Willard inviting Congressional investigation of our demand. This would be a pleasing investigation if all the matters of railroading were contained in the investigation. If an investigation is necessary we should have an investigation of all the 16-hour violations since that law went into effect, and how much money was paid out in fines for these violations.

Now, Brothers, to show why we want the eight-hour day and time-and-one-half for overtime: It used to be we were called into the office for 30 hours' overtime made in a month; now they don't want you in before your 16 hours are up, because you are dragging all the engine can move and the last hour doesn't cost the company a cent more than the first hour. Then they cut you off for rest, and it costs the company nothing and they don't care how you get your rest or if you don't get any. In case they deadhead you into a terminal, this deadhead time is deducted from your rest period and you are available in eight hours from the time you were cut off or



relieved. It too often occurs that you are available when you get to the terminal, and they use you again.

The 16-hour law says we must not be kept on duty in excess of 16 hours except in case of the railroad tied up or blocked by an act of Providence, such as flood, storms, forest fire, or from any cause not the act of man. Now if cars derail from bad track or defective cars, or improper loading, or any cause where crews are delayed by the main track blocked, this is considered an act of Providence and we are instructed to proceed to terminal on a message to exceed 16 hours.

If a yardmaster has loaded or empty cars enough in his yard for one-half a tonnage train he can't run it, even if the power is needed at the other end of the road. He runs the power light and lets the shipper's freight lie for the full tonnage. He must have 100 per cent or over in tonnage on each engine or it cuts his efficiency. Cars held up in this way don't seem to be of any value until they are finally placed on the consignee's track, then it is subject to a demurrage charge of a day. Now all eyes are on the car paying the dollar a day demurrage, but no one cares or thinks what it would be if the car had been delivered a week before that date and the car was hauling the second revenue load.

The old time general manager and president had to do this or his road wouldn't pay for the improvements he had to make. What the public wants is its freight delivered, and what we want is a decent day in hours and pay, and if it doesn't come soon the public will get wise and put up a shippers' demurrage bill, which will set a daily mileage or a refund on the freight bill, when you will see the dust fly.

There is not a railroad in this country that can't haul a reasonable train over its road in eight hours and not have to pay the overtime at all, and they will get more revenue out of the cars.

On the subject of "Closed Shop" will say, Bro. R. C. Woodham's article, page 303, is good. We need 100 per cent men in all service, and I say, close the doors tight, then we know how we stand. It is a sore thing to have to stand up for the Order, pay the bill, and hear a

"No Bill" telling what an engineer or fireman or anyone ought to get for his service, or even hear him ridicule your chairman because he didn't get this or that. It recently occurred that a run was changed which cut a "No Bill" down a few cents a day, and he had the brass to stand up in front of a Brother and say, "Are we going to stand for that?" I say close the shop and let the membership keep itself up and do it right.

Every Brother should read the article of Bro. M. M. Montis, page 298, April JOURNAL, and read it twice to get the good of it. We run all the rattletraps on Sunday because a few accommodation trains don't run on Sunday, and then on Monday, yards blocked and the road work slow. The railroads don't care for the teachings of the Bible until it comes to Rule G, then it would be awful for a railroad man to take a drink or even slip on a banana peel on the street near a saloon.

We should follow the other labor unions and have time-and-one-half for our Sunday work, too.

Now, Brothers, we must hold to the time-and-one-half for overtime, above all things, and don't worry about the I. C. C. investigations unless it is to get an investigation of our engines, or an investigation of the track we are hauling the public over, and over which we are trying to haul them safely.

Now, Brothers, express your ideas in our JOURNAL, for it is our best medium and adviser.

MEMBER OF DIV. 370.

#### Bro. G. M. Dana Retired at 70

EDITOR JOURNAL: I arrived at the age of 70, March 2, and was retired with a pension, and I intend to enjoy myself for 25 years. Am in splendid health and condition for a person who started firing September 4, 1863. Was married July 8, 1873, at Freeport, Ill., to Miss Jennie A. Duba, and have been blessed with one of the best wives, and I pray that she may remain with me for the balance of our lives. Have four daughters who have been married and all are living in Southern California.

Wishing you success and prosperity and may you be in as good health as myself at the age of 70, GEO. M. DANA.



Bro. B. F. Rickey, Div. 815

**Bro. Ben F. Rickey, Div. 815, Retired**

BLUE ISLAND, ILL., April 6, 1916.

EDITOR JOURNAL: In compliance with your request to furnish you with a brief account of my railroad experience, I take pleasure in submitting the following biography:

I was born November 25, 1845, at Albany, Athens county, Ohio. My early life was spent in various occupations, which consisted mostly of farming, until the Civil War of 1861 broke out, when I enlisted with the 4th Ohio Cavalry, in 1863, and served as a private in Company C, until mustered out in 1864.

After the war I became associated with the late P. T. Barnum's circus, and worked in the strong man parts four years, after which I was engaged in cattle raising. I entered the service of the Rockford, Rock Island & St. Louis R. R. in 1871, which at the present time is the St. Louis branch of the C., B. & Q. R. R., and worked there under Mr. R. R. Cable, who was then president of the road. My service with the old Rockford Road, as it was then called, dates from 1871 to June 10, 1877.

After leaving there I went to work for the Kansas Central, out of Leavenworth, on December 12, 1877, and worked there

until I entered the service of the Chicago, Rock Island & Pacific Railroad, in 1880, on the Illinois division, where I have worked ever since until retired on account of having reached the age limit.

In my capacity as an engineer I have always adopted a Safety First policy at all times, protecting the lives of passengers and employees, as well as the interests of the company, and have never been in any wrecks.

I was retired on a monthly pension of \$47.50 on November 25, 1915, at the age of 70 years, after having served the Rock Island for 35 years. Fraternally yours,

B. F. RICKEY, Div. 815.

**Bro. S. H. Musser, Div. 104, Retired**

COLUMBIA, PA., April 4, 1916.

EDITOR JOURNAL: When Samuel H. Musser, the well known passenger engineer on the Columbia & Port Deposit branch of the Pennsylvania Railroad, steps off his locomotive upon its arrival here he will have completed 51 years of railroad service, and his name goes upon the roll of honor. Long a faithful employee he will be placed on the retired list and may now enjoy a life of ease.

Brother Musser entered the service of the Pennsylvania Railroad in May, 1865,



Bro. Samuel H. Musser, Div. 104

at the age of 17 years, as a water boy for a floating gang on the Philadelphia division. Soon afterwards he was employed on the work train as a full hand. In the winter of 1867, he entered the railroad service as a brakeman on the Philadelphia division, and in the fall of 1869 he was promoted to flagman, on a run between Columbia and Philadelphia. In the spring of 1872, Brother Musser became a fireman between the same points, but two years later he was transferred with a crew to the Frederick division.

In August, 1879, he was promoted to engineman in the freight service, and continued until the spring of 1896, when at the request of Superintendent A. W. Moss he was transferred to the passenger service, with a run between Frederick and Bruceville. On August 1, 1902, when the Frederick division was abolished and the C. & P. D. branch was transferred to the Maryland division, P. B. & W. Railroad, he received the Columbia lay-over. On this run he was retired recently. He served 10 years on the Philadelphia division, 27 years on the Frederick division and the balance on the Maryland division, all for the Pennsylvania Railroad, about a month less than 51 years.

He has been running on a locomotive for about 37 years.

He started railroading long before the air brakes and the Janney couplers or steam heat in the passenger cars were known. Brother Musser says he is now going to enjoy a life of ease where there are no red signals to run by, or landslides, rocks or ice gorges to interfere with life.

Brother Musser was born March 28, 1848, and is in his 69th year. He was married in March, 1872, and the union was blessed with seven children, of whom five are still living.

He has been a resident of Columbia for 47 years, and is a good citizen.

For one who is near the threescore and ten mark, Brother Musser is very active. When anybody calls him old he wants to know where the boys come from.

Brother Musser was elected C. E. of Div. 104 in 1906, and served two years, and made an excellent Chief.

G. W. FAGER, S.-T. Div. 104.

Bro. A. F. Bishop, Div. 385, H. M. G. I. D.

EDITOR JOURNAL: On request of the Division, Brother Bishop wrote the following sketch of his railroad career, which we would be pleased to have published. P. A. DUNN, S.-T. Div. 385.

LONG BEACH, CAL., Feb. 19, 1916.

*To the Members of Div. 385, B. of L. E.:*

DEAR SIRS AND BROTHERS: I would be ungrateful indeed after the interest you took to secure an honorary membership badge for me if I did not comply with your request for a sketch of my experience as an engineer.

I was born in 1847, and nothing eventful took place until the spring of 1867, when I boarded the hurricane deck of engine "Georgia" as a fireman on the S., S. & C. R. R., a northern branch of the Central Vermont Railway. I was given the magnificent salary of \$29 per month. This engine was a wood-burner, and covered with brass trimmings, domes, steam chests, handrail bands, etc.; it took all my spare time to keep this cleaned. Well, I stood this generous prosperity of \$29 per month until the spring of 1870, when I was promoted to run an engine on construction of a new road from this road to Richford, Vt. I received \$1.75 per day. I ran engine "Economy," a 12 x 20-inch



Bro. A. F. Bishop, Div. 385

cylinder, weight 18 tons. After track was laid to Richford I was ordered to St. Albans, Vt., headquarters of C. V. Ry. I was then sent to complete track laying on another C. V. branch, also to Richford, Vt. I was given engine "Salmon," a Hinckley drop hook, and cam valve motion, independent cut-off; it took only five levers, including throttle lever, to start her; she had 12 x 18 cylinders, weight 12 tons; you could call her an eight-wheeler if you counted all of the wheels under both engine and tank. We had to get off the engine to open and shut cylinder cocks, also to go out over running board to steam chests to oil valves when shut off; had no sandbox, no blower; we carried 90 pounds of steam, and had to scheme to get that. We carried a dinner horn to scare cattle off the track so as to save steam. We had no injectors, had plunger pumps connected with crosshead and could get water to boiler only when running. I was stuck in snow one time five days, had to jack up back end of engine to take weight from drivers, oil tires and set her agoing, had to melt snow for water, filling the tank from the snowbank and turn water back in tank.

I have run about every build of locomotive, some with hook and cam valve motion, V hook, independent cut-off, direct motion, inside connected, etc.

Well, after completing the track laying on this branch I went to running on the main line of the C. V. Railway out of St. Albans, Vt. We had very fine engines, wood-burners, mostly 16 x 24, built by E. F. Perkins, and later by J. M. Foss, superintendents of machinery of the C. V. Ry. at C. V. shops. I ran here on freight and passenger until 1880.

When I went to Topeka, on the A., T. & Santa Fe Ry. was sent to La Junta, Colo.; was on freight and passenger four years, and five years roundhouse foreman at Trinidad. We killed a good many cattle in those days. I ran into a bunch near Robison, Colo., and killed 34 head. I was four hours late on No. 4 and going some, knocked off all cylinder cocks and headlight and sand pipes, was delayed one hour.

On Sept. 29, 1882, I had an experience with train holdups. I was pulling out of

Granada, Colo.; they got up on the engine and requested me to pull out three miles to where they had their horses tied. I readily complied with their request; they were very particular to keep their six-shooter close to my ear, and I was very particular to let them off just where they wanted me to; they kindly bade me goodbye when they left. I went to the Colorado Midland in 1889, and stayed until 1905, and had to quit on account of health failing, and came to Long Beach, Cal., where I am at present. I had a good many experiences, both serious and humorous, but I have already written double what I intended; I have a number of good friends on the C. M., who will always be welcome when they come to Long Beach. I have held membership in Divs. 85 (old number), 251 and 385. I held office of F. A. E. in 85 and 385. I have been very fortunate in never killing or injuring any passengers in any accident to my train. My fireman, Frank Baker, had a badly broken leg caused by engine turning over on account of broken switch rail. I have had numerous accidents but have never been held responsible for any of them, never have been discharged or suspended, and never received any injury of note.

Fraternally, A. F. BISHOP.

### Railroad Men's Home

HIGHLAND PARK, ILL., April 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month ended March 31, 1916:

#### G. I. A. DIVISIONS.

Div. 58.....	\$5 00
SUMMARY.	
Grand Division, B. of L. E.....	\$76 40
Grand Division, O. R. C.....	55 00
Grand Lodge B. of L. F. & E.....	40 00
B. of R. T. Lodges.....	42 00
O. R. C. Divisions.....	10 00
L. A. to O. R. C. Divisions.....	3 00
L. S. to B. of L. F. & E. Lodges.....	2 20
G. I. A. to B. of L. E. Divisions.....	5 00
Legacy left the Home by Mrs. Marie T. Hurlbert, of Denver, Colo.....	500 00
Sale of old paper.....	12 50
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
From a member of Div. 249, B. of L. E.....	1 00

#### MISCELLANEOUS.

Quilt from Div. 318, G. I. A. to B. of L. E., Livingston, Mont.	\$ 750 10
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Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas.

Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### The Merry Month of May

And now the glad May Day has come back to earth,  
Bringing its treasures of brightness and mirth.  
The gloom and the cold of the winter are past,  
And days of delight have arisen at last.  
The woods and the gardens are throbbing with song;  
There's a wild, leafy thrill the glad branches among.  
A blue light is glancing where rivulets run,  
And the flowers leap up to the kiss of the sun!

'Tis the time of the children, and we who are old,  
Who have found in our lives only dross, not rich gold;  
Who are weary with troubles, with cares and with ill,

Can go down to the meadows or up to the hills,  
And watching the boys and the girls at play,  
Bring back to our hearts the thoughts of a day  
When we, too, were rovers, and feel ourselves stirred  
By the voice of the children, the song of the bird,  
And dream that again in the sunshine we play,  
As we did when our youth was perpetual May!

All through the showery and uncertain weather of April, we have comforted ourselves with the thought that "April showers bring May flowers;" and so we

welcome the "merry month of May" with open arms and pronounce it "Queen of all the year." She comes in like a spendthrift, lavishing flowers on every hand, while the foliage of the trees is a delicate spring green, delightful to the eye.

Dame Nature is wideawake after a long, restful sleep, and all the earth is teeming with new life. May is the beautiful forerunner of the "month of roses," and at this time we especially pity the people of the tropics who do not know the charm of the change of seasons.

There is something so full of promise in this month of activity that it makes us hopeful and we grasp at the duties of life with a new zeal. Disappointments and heartaches vanish beneath the cheering rays of the spring sun and we are uplifted by the singing of the birds and the budding of the leaves.

The May Day of which historians write and poets sing was once considered "the maddest, merriest day of all the year." It is one of the oldest as well as one of the most picturesque festivals of which we have any record. It was 242 years before Christ that a wealthy and gay woman named Flora died and bequeathed all her fortune to the people of Rome that they might each year celebrate her memory by singing, dancing, feasting and a great merrymaking generally. This bequest was carried out annually on the first of May and was called "May Day." In the course of years the Roman Senate exalted the pleasure-loving Flora to a place among their many deities, and commanded that she should be worshiped as the "goddess of flowers," by which title her name has come down to modern times.

May Day is not often celebrated in these days in our climate, as it is too uncertain; the age is more prosaic, and too frequently does the American winter delight to "linger in the lap of spring" quite regardless of the almanac. But nevertheless we welcome the May and crown her "Queen of all the months of the year." With the new life that she creates may we renew our efforts for all that is good and helpful to others as well as ourselves.

M. E. C.

### Man Cannot Live Unto Himself Alone

Did you ever meet with a person who was so self-centered that he had the air of one who felt that he needed no friends or companions? One who was sufficient unto himself? If so, how did you like him? Not much, I venture to say.

How much more pleasant to meet with the one who has the cheery smile and the word of encouragement, ever ready to lend his aid to others less fortunate than himself. To be independent of the opinion of others is all right to a certain extent, but when it goes so far as to take on the "I don't care" attitude it makes one selfish and egotistical. When one has a large amount of self-conceit, a great opinion of their own talents, their feelings are concentrated upon themselves and they fail to get out of life much of the joy and beauty that it holds for every mortal that comes into it.

True friendship is worth more than gold, and the one who has no friends and wants none is to be pitied.

The man or woman, boy or girl who thinks they are sufficient unto themselves, will sometime in their lives find they are mistaken. For the great mass of people who compose the middle class, of those who are neither rich nor poor, the fraternal orders offer the greatest blessing.

Here one can find true philanthropy. Those who could do little or nothing as individuals can do much by combining their efforts with others. And the great spirit of fraternity which prevails in such orders as those composed of our railroad people fills a heartfelt want to many a person. Here we can make true friends. We can help others less fortunate than ourselves and we can feel that in case of necessity others will help us.

The railroad men generally receive fair pay, but in this day of high prices very few can accumulate enough to place the family above want in case of their death, and right here is the great blessing of the fraternal Order that offers to its members the way to provide.

The one who co-operates with his fellow craftsmen and does his part while living in a cheerful, brotherly spirit and

carries the benefits offered him can safely feel that his family will have friends and that they will not be left destitute.

We cannot think of the engineer as a selfish man, and yet there are some who refuse to join the B. of L. E., at the same time partaking of all the benefits derived from better working conditions as well as the better pay which has come to him through the efforts of this splendid Order.

Could these things have been brought about by each individual feeling that he was sufficient unto himself? No.

The Christian man knows the value of friendship and cares for the opinion of others.

Our hearts go out in sympathy to our brother engineer, Herman H. Hess, who was in the recent disaster at Amherst, Ohio, the one upon whom they are trying to place the responsibility for the terrible wreck. Said he in a recent interview, "It is not the job I am thinking of, what I care most for is what the people all over the country will say if the blame is placed on me. I told the truth and I could not change a thing I said for all the money in the world. My eyes saw the signal white and my heart believed."

We believe this man to be a Christian, one who would not harm a living creature, and we pray that he may be sustained and exonerated when everything is proven. By his words we know that this man has not lived for himself alone, but values the good opinion of others, and one who values love and friendship will strive to deserve it.

Pity the person who thinks he can stand alone. For my part I love to say: "Blessed be the tie that binds our hearts in Christian love." AUNT BETSEY.

### Sweet Memories

As often as the soft winds sing,  
And birds come back and bring the spring,  
There live again the magic hours  
That haunt us in the scent of flowers;  
Oh, memories of gold, that spill  
From out the cool, sweet daffodil!

When young leaves laugh together clear,  
In the springtime of the year,  
The wonder ways of long ago,  
The care-free paths we used to know,  
The fair dream roads, through budded trees,  
Come back in thought's rare mysteries.

Above the sunny cups I lean,  
 Upstanding 'mid their sheaths of green,  
 Claspings a vanished moment's grace,  
 Holding a blossom to my face.  
 Oh, memories of gold, that spill  
 From out the cool, sweet daffodill  
 —Ellen Brainerd Peck in *Boston Transcript*.

### Chaperones for Japan

The little country girl, stranded in the great wicked city, sits alone in the railway station. What to do next? Her money is gone, so are the courage and golden dreams that brought her there.

How many stories have you read on that theme? Thousands have been written, many of them true and most of them centered about New York or Chicago. But few realize that every day sees the same tale repeated in Tokio, Calcutta, Buenos Aires—wherever you will—for girls will be girls the world over, wherever they have a home to run away from and an imagination that paints the new and the untried in gay colors.

Consider Tokio, for instance. Two years ago the head of the Japanese Metropolitan police came to Dr. Nitobe, professor in the Imperial University, and told him that many girls who came alone to Tokio were frequently arrested on a charge of vagrancy simply because they did not know what to do with themselves. A man devoted to the cause of ex-prisoners corroborated the story. Both these local authorities were asked to speak at a drawing room meeting arranged by Mrs. Nitobe, who is president of the Tokio Young Women's Christian Association. The association has an imagination, too, which immediately seized upon the problem involved. They got permission to work in the stations, secured a Japanese mission worker as matron—she was a woman of forty with lots of common sense—rented a house near the Federal station, which would accommodate four or five girls, and then obtained the first subscription, 100 yen.

Within a year there were three workers, and the little house had sheltered 166 girls, all but three of whom had run away from home. Why? Oh, chiefly because they didn't want to marry some man their parents had picked out. One girl had come to work in a rubber factory and

when she found no place there went back to sit in the station, the only place she knew. —*Elizabeth Wilson in World Outlook*.

### Poor Enunciation

There is the highest authority for the statement that a Boston child, in a recent school examination, said that when she sang the hymn called "America," she always began it by saying "My country teases thee." Other revelations from the same source of information go to show that clear enunciation of words by teachers is not so common as it should be. Much of the hymnody of the schools is far above the understanding of the pupils; but, whether understood or not, how essential that memory should be given the precise language of the hymn writer! No child should be left in ignorance of the precise text of a hymn or song. Later, if not at once, he may truly understand and utter it. —*Christian Science Monitor*.

### The Great Guest Comes

While the cobbler mused, there passed his pane  
 A beggar drenched by the driving rain.  
 He called him in from the stony street  
 And gave him shoes for his bruised feet.  
 The beggar went, and there came a crouse  
 Her face with wrinkles of sorrow sown;  
 A bundle of fagots bowed her back,  
 And she was spent with the wrench and rack.  
 He gave her his loaf and steadied her load;  
 Then to his door came a little child,  
 Lost and afraid in the world so wild,  
 In the big, dark world. Catching it up,  
 He gave it milk in the waiting cup,  
 And led it home to its mother's arms  
 Out of the reach of the world's alarms.  
 And the day went down in the crimson west,  
 And with it the hope of the blessed Guest;  
 And Conrad sighed as the world turned gray:  
 "Why is it, Lord, that your feet delay?  
 Did you forget that this was the day?"  
 Then, soft in the silence a voice was heard:  
 "Lift up your heart, for I kept my word.  
 Three times, I came to your friendly door;  
 I was a beggar with bruised feet—  
 I was the woman you gave to eat—  
 I was the child on the homeless street."  
 —*Edwin Markham*.

### Matter of Opinion

"Mary!"

Father's voice rolled down the stairs  
 and into the dim and silent parlor.

"Yes, papa, dear."

"Ask that young man if he has the time."

A moment of silence.

"Yes. George has his watch with him."

"Then ask him what is the time."

"He says it is 11:48, papa."

"Then ask him if he doesn't think it about bedtime."

Another moment of silence.

"He says, papa," the silvery voice announced, impersonally, "he says that he rarely goes to bed before 1, but it seems to him that it is a matter of personal preference merely, and that if he were in your place he would go now if he felt sleepy!"—*Harper's Bazar*.

### Girl Plays Matador

How a 12-year-old girl, riding a saddleless horse and armed with a pitchfork, played the part of a matador in a real bull fight, overcame the enraged animal and saved the life of a man on a farm near Bighton, Illinois, became known a short time ago.

The heroine was Ruth Deatherage. The man whose life she saved was Richard Lyons, a farmhand on the Deatherage land. Lyons was attempting to drive the bull into a barn when the animal became enraged and attacked him. Lyons was thrown to the ground and the bull began to trample and gore him.

Ruth and her mother, Mrs. W. A. Deatherage, heard Lyons' cries for help. Throwing on a bridle on the head of her favorite horse and grabbing a pitchfork, Ruth rushed to the rescue. Two or three times she circled around the bull, seeking the advantage of position. Then she rode directly at his head and struck. Two of the pitchfork tines pierced the bull's nose, he became a very much subdued animal and the battle was over.—*Evening Wisconsin*.

### Why the Mexicans Dislike Us

Why do the Mexicans dislike this country? Why is it that a man like Villa is able, by preaching hatred of the "gringos," to recruit an army to fight Americans whose only purpose is to assist to power in Mexico a Mexican government that will

restore order and give Americans protection?

The fundamental reason is that the Mexicans are ignorant and easily misled. They remember a war by which they lost a vast area to this country. They are told that the Panama canal strip is an evidence of American ambition and that the occupation of Vera Cruz was another indication of the same hostile intent, from the effect of which they were spared by the intervention of the A-B-C republics of South America. They have come into contact with American concessionaires who have been none too just. They have felt and resented the wish of a few Americans for conquest. These outstanding facts and misrepresentations are more to them than all the official protestations of friendship and a desire to aid them in self-government. Those of them who fully understand have fled the country; only those remain who will not understand, or because of their slight education cannot. These are inflamed by Villa, now vicious and defiant, or held in doubtful restraint by the stubborn and thick-witted Carranza.

For this dangerous situation—dangerous alike to Mexicans and Americans—we have to blame Diaz, the dictator-president, who tried to build a republic on ignorance, and the enlightened Mexicans who are willing to see their country commit suicide, if they can only save themselves and their possessions.—*Columbus Dispatch*.

### Three Gates

If you are tempted to reveal

A tale some one to you has told

About another, make it pass,

Before you speak, three gates of gold,

Three narrow gates—First, "Is it true?"

Then, "Is it needful?" In your mind

Give truthful answer. And the next

Is last and narrowest, "Is it kind?"

And if it reach your lips at last

In passing through these gateways three,

Then you may tell the tale nor fear

What the result of speech may be.

—*Mutual Magazine*.

### Anniversary of Div. 18

Div. 18, Fort Wayne, Ind., celebrated its 28th anniversary in March by holding



a banquet and social session in its hall.

Members and their husbands were out in full number and the three long tables were so beautifully decorated that all were delighted with the sight as they entered the dining-room.

Sister Blanchard offered prayer, after which the serving of a real chicken supper was in order. After the splendid repast was fully enjoyed, a musical program was given and the President, Sister Somers, led in the old-time games, which afforded much amusement. Div. 18 was started with 15 members and now has 98. We have moved into a beautiful new hall and are looking forward to our next celebration. COR. SEC.

### 18th Anniversary

Div. 239, Louisville, Ky., celebrated its 18th anniversary on March 23. This was the regular meeting day of the Division, and when the meeting was called to order by Sister Grady, it was gratifying to see so many members present from Divisions 132 and 258. We had invited these Sisters to be our guests and they had accepted the invitation. Sister Pettingill, Grand Trustee of the V. R. A., and Sister Collie, President of Div. 132, were escorted to the rostrum and given the Grand Honors. Both of these Sisters gave interesting talks, and many of the visitors were called upon and responded with words of good cheer and congratulations. Eight of the charter members were present and helped us to celebrate. The visiting Divisions presented us with beautiful bouquets, representing their good wishes.

After the close of the meeting, Mrs. Bryant, President of Div. 89, L. A. to O. R. C., was admitted and escorted to the rostrum. She brought to us the greetings of her Order and presented a large bunch of carnations. Both her words and the flowers were appreciated. Sister Bryant is a splendid reader and she favored us with some selections to the delight of all.

Sisters of 239 served luncheon in the banquet hall, after which goodbys were said with the knowledge that we will have

a fine time soon when Div. 132 celebrates its 24th anniversary. SEC. 239.

### 15th Anniversary

On Tuesday evening, April 4, 1916, New Century Div. 253, Philadelphia, Pa., celebrated its 15th birthday with great success and a jolly good time and plenty of good eats which always pave the way to a good time when we have the pleasure of having our good B. of L. E. boys with us. Our birthday party was held at Mosebach Hall, and it was beautifully decorated with flowers and the colors of our Order, and everybody was happy, when at 9 p. m. we marched from the reception room to the banquet hall, led by our present and past officers, who were escorted by their husbands.

President Sister T. O. Matheys made an address of welcome, and after the Chaplain, Sister E. S. Bowers, asked the blessing, we all sat down to a most tempting menu. Between courses the history of the Division was read by our Secretary, Sister T. B. Weisser, and we had occasion to feel very thankful and proud to have with us on this occasion the organizer of our Division, Sister Harveson, member of Division 27, and 11 out of 13 charter members. The toastmaster, Bro. E. S. Bowers, was ever on the job and kept the ball rolling by calling on the different Sisters and Brothers for speeches.

Div. 253 is auxiliary to Penn Treaty Div. 71, B. of L. E., and too much cannot be said in praise of the Chief of Div. 71 for the beautiful and instructive speech he made, which was thoroughly enjoyed by all. Sister Wilhauer, our oldest member, and Sister Buck, Grand Organizer and Inspector, both made very enjoyable speeches.

Each Sister present was given a souvenir of the occasion, which when opened was found a flower vase beautifully engraved. When the hour grew very late we all wended our way home very happy and all agreeing that too much praise could not be given to the committee for their untiring but successful work in giving us all such a happy evening.

With best wishes for our continued success, I remain,

Mrs. H. M. C.

### Anniversary of Div. 128

A happier crowd of Sisters would be hard to find than the Sisters of Div. 128 on March 15. This date marked the 24th anniversary of our G. I. A. work, and judging from the talks given in the afternoon, among them from several charter members, we could feel justly proud of our time spent in this work. One in particular who remarked at the close of the meeting, "the very best day that we have ever had." Our beautiful new hall and banquet hall, with tables prettily decorated, with a kitchen adjoining completely equipped, and the well-filled baskets provided by the Sisters for the families completed the pleasures for the day. As I stood before the Sisters in the afternoon meeting and noted the good attendance, the kind spirit manifested, the good work done, and our comfortable surroundings, I was indeed proud to be their President.

Wishing all G. I. A. Divisions a like success,  
PRESIDENT, Div. 128.

### Membership, Quarter Ending April 1, 1916

Total membership Jan. 1, 1916.....	25,147
Total number admitted during first quarter ending April 1, 1916.....	410
Total number forfeited during first quarter by withdrawals, transfers, suspensions and death.....	222
Total gain during first quarter.....	188

Total membership April 1, 1916..... 25,335

MRS. EFFIE E. MERRILL, Grand Sec.

### Harrisburg, Pa., Union Meeting

The meeting held in Harrisburg, on March 30, was so well attended that the hall was inadequate to hold the crowd and exemplify the work of the ritual. A great deal of time was consumed in trying to find chairs enough, and as it was only to be an afternoon meeting the time was too short to do much work, but the Sisters spent a pleasant time in a social way, and seemed to enjoy the talks given by the Grand Officers and others for the good of the Order.

Twenty-three Divisions were repre-

sented from Pennsylvania, New Jersey, Delaware, Maryland, Virginia, Ohio and District of Columbia. Sisters Cassell and Garrett were the Grand Officers present.

Five Grand Organizers and 11 Presidents of Divisions also graced the occasion. These, together with the large attendance of members, were gratifying to the local Division. Those who could not remain for the entertainment in the evening missed a treat. The Brothers, Sisters and families assembled in the hall and a splendid program was given, with Sister Brennaman acting as chairman. A drill was given by the Sisters under her leadership, which was a credit to all who took part in it. A military drill was given by a company of young people from the Ladies of the Maccabees which was both unique and beautiful. After the drills a splendid oyster supper was served; this was a compliment given by Div. 459, B. of L. E., to Div. 137, G. I. A., and their guests.

Brother Shull made some remarks, and Sisters Cassell and Garrett followed, dwelling mostly upon Insurance as it is in both Orders. After a most delightful evening the guests bade each other goodby, thanking Divisions 137 and 459 for the hospitality shown.

### By-Law Questions

The copy of By-Law Questions will be sent to each President with her June letter of instructions. We are having additional copies printed so that if there are Divisions desiring same they may be had by applying to the Grand Secretary. Price, five cents per copy.

Additional appointments of Grand Organizers and Inspectors:

Mrs. James Fogarty, 449 Gifford st., Syracuse, N. Y.

Mrs. W. H. Hitt, 1024 Campbell ave., Roanoke, Va.

Mrs. H. C. Reber, 215 W. 8th st., Michigan City, Ind.

Mrs. James Van Clief, 334 W. Newell st., Syracuse, N. Y.

Mrs. May Van Riper, 232 E. 4th st., Michigan City, Ind.

MRS. W. A. MURDOCK,  
Grand President.

### Notice of Union Meetings

Syracuse Divisions 75, 249, 292 and 369 will hold a union meeting Tuesday, May 9, in the auditorium of the First Baptist Church, corner of Jefferson and Montgomery streets.

Meeting will be called at 1:30 sharp. A cordial invitation is extended to all G. I. A. members.

The church is in the down-town district and has a hotel and restaurant attached where good meals are served.

#### TENNESSEE

The State convention of Tennessee will be held in Memphis, on June 28. Headquarters have been established at the Chisco Hotel where all who come will be made welcome.

The following rates have been secured: Rooms with bath, \$2; two in room, \$3.50. Rooms without bath, \$1.50; two in room, \$2.50.

All Sisters who can find it convenient are urged to be present.

#### OHIO

The Ohio State meeting will be held in Lima, on May 25, at Elks' Hall, corner of Elizabeth and North streets. An all-day session will be held, and a large attendance is desired. All Sisters will be made welcome.

#### VIRGINIA

The union meeting of the States of Virginia and West Virginia will be held in Crewe, Va., on May 18, under the auspices of the local Division. A large attendance is looked for and a royal welcome awaits all who come.

#### EASTERN CIRCUIT

The next union meeting of the Eastern Circuit will be held in Clayton's Dancing Academy, Ninth and Girard avenue, Philadelphia, Pa., on Thursday, June 22, under the auspices of Div. 253. Meeting to open at 10 a. m. Every Sister who comes to spend the day with us will be more than welcome.

MRS. H. M. COOPER, Sec.

### Division News

ON Feb. 22, the members of the B. of L. E. and G. I. A., living in Memphis,

Tenn., spent a pleasant evening at the home of Brother and Sister J. D. Ryan, the occasion being the celebration of their thirtieth wedding anniversary. Hearts were played, after which a musical program was given. Tiny flags were passed around and the holders of the lucky dates were awarded beautiful prizes. The two who served as bridesmaid and flower girl at the wedding were present upon this occasion.

Many beautiful presents attested to the love and esteem in which Brother and Sister Ryan are held. Dainty refreshments were served and all went away hoping to be able to help this worthy couple celebrate their fiftieth anniversary.

Another occasion for Div. 159 to remember was the St. Patrick party, held at the home of Sister Ament on March 17.

About fifty Sisters were present and the game of hearts was played. Beautiful prizes were given, the score being kept on shamrock score cards. After an enjoyable afternoon spent in a home of gladness, we left, only to return the next morning to the same home turned into one of sadness. Brother Ament met his death in a motorcycle accident, almost before we had all reached our homes. Sister Ament has our love and sympathy in her great sorrow. SEC. DIV. 159.

JUST a few lines from Alabama Div. 186, Mobile, Ala., the beautiful old Southern city of sunshine the whole year round.

Since the new year all the officers and members have pulled together in everything for the good of our Order.

In January Sister Bolling entertained us at her home, where a good time was had and a neat sum was passed to our Secretary. In February Sister Wallace threw open her beautiful home to us, and there we were again made happy with a nice purse. In March Sister Smith entertained us with a St. Patrick party, where everything was beautifully carried out in the shamrock colors, even to the money we received, which were "greenbacks." At our social we had Sister Steavens, of Div. 525, Laurel, Miss., with us, also Sister Wood, of Div. 221, Nashville, Tenn. We feel it such a pleasure to have all vis-

iting Sisters meet with us. At our last meeting Sisters Moore and Black were appointed to get up something to swell our funds. They have just closed a rummage sale which, with the help of all the Sisters, was a grand success.

We have the best of B. of L. E. Brothers, who are always ready to give us a helping hand, one of their kind deeds was by donating our hall rent for the year, which we greatly appreciate.

Sister Dickerson, of Div. 207, Montgomery, Ala., has lately transferred to us, and has, with her sweet ways and helping hands, already proved to be a true worker.

There are moments when most of us feel that everything is going wrong and that there is no use struggling on; then is the time to pluck up courage and work for the good of our Order. We send our best wishes for a happy year to all.

A MEMBER OF DIV. 186.

ON March 29 a number of the members of Div. 52 went to the home of Sister Ford, who is one of our oldest and most faithful members—taking with them well-filled baskets and surprised her in the midst of housecleaning.

Sister Ford was glad to 'lay off' for the rest of the day and enjoy the occasion, which was in honor of her guest, Sister Owen, a Sister of Div. 52, who now lives in Chicago.

Sisters Ford and Owen were kept from the dining room until all was in readiness, when they were invited in to see the table decorated with carnations and filled with good things to eat, which our members know so well how to prepare.

Those present were Sisters Kline, Haynes, Hanning, Wolf, Fisher, Hannon, McKurdy, Owen, McCormack, Bittner, Osburn and Lambert.

DIVISION 234, New York City, gave a very successful eucher party on March 30, which aided our finances to a considerable extent.

Sister May Russell donated four oil paintings from her studio, to be used for prizes. Three were used for this purpose and one was chanced off, netting \$7.00 extra.

Members were present from Vanderbilt and Mrs. John Henny Divisions, and we feel grateful to them for helping us make this occasion a success. We are indebted to the daughters of our members for their assistance, especially the talented daughter of Sister Hager, now Mrs. Charles Dietz.

This Division has many good times and I would like to mention the two socials held previous to the eucher, one at the home of Sister Russell and the other at the home of Sister Prteroso.

DIVISION 431, located in Dallas, Texas, enjoyed a pleasant afternoon on March 22, by holding a social after their meeting. The social was given in honor of two new members and more especially for our Secretary, Sister Horton, who is leaving us to make her home in Chickasha, Okla.

We regret very much to lose this good Sister and she will be missed by her many friends. Refreshments were served and all enjoyed the social time together. This is the second time this year for us to have an occasion of this kind; the first one was held in the home of Sister Swinford, our Insurance Secretary.

DIVISION 551, Oskaloosa, Ia., reached its first milestone on March 5. We have good meetings and great interest is taken by the members. We have initiated three new members and have many good social times. In February we met at the home of Sister Steddom, giving a farewell party to Sisters McElroy and McCarl. These two Sisters are leaving us to make new homes in Des Moines and Park City, Mont.

The afternoon was spent in visiting, and at 6 o'clock dinner was served by the Division, which was fully enjoyed.

A week later we gave a banquet to our husbands. About 60 sat down to the tables that were decorated with cut flowers and loaded with all the delicacies of the season. Short talks were made by members of both Orders, and all enjoyed the feast and the remarks. We always have jolly times at these gatherings and know that they have a tendency to keep up interest.

Div. 551 will welcome visiting Sisters at any time. J. A. S.

DIVISION 42, Sunbury, Pa., held a St. Patrick's social on March 17. The color scheme was green and white, the hall was handsomely trimmed in these colors, and the ice-cream that was served was of a fine shade of green.

Miss Ruth Kauffman, a talented young reader, entertained us with some fine selections, and Miss Pearl Wolf, who has been singing for all our socials since she was a wee tot, and is now grown to be a fine young woman, sang several solos.

We were very happy that night in having with us Bro. Chas. Bowen, Sec.-Treas. of Div. 250, who made all announcements for us. He was the last to leave the room, even locking the door. It was a great shock to us when we heard of his sudden death the next morning, and we are glad that we had that little social, as it gave many of us an opportunity to be with Brother Bowen almost to the last. We shall miss him as will his own Division.

BEE.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., May 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than April 30, 1916.

#### SERIES A

##### ASSESSMENT No. 154

Boone, Iowa, March 5, 1916, of peritonitis, Sister Mary A. Walker, of Div. 74, aged 31 years. Carried two certificates, dated May 1911, payable to David Walker, husband.

##### ASSESSMENT No. 155

Harrisburg, Pa., March 7, 1916, of tuberculosis, Sister Lizzie Work, of Div. 434, aged 36 years. Carried two certificates, dated April, 1912, payable to Beatrice and Edith Work, daughters.

##### ASSESSMENT No. 156

Meadville, Pa., March 10, 1916, of Bright's disease, Sister Sarah D. Howe, of Div. 73, aged 64 years. Carried one certificate, dated July, 1891, payable to Warner Howe, husband.

##### ASSESSMENT No. 157

Columbus, Ohio, March 10, 1916, of rupture of artery, Sister Ethel Smith, of Div. 52, aged 36 years. Carried two certificates, dated Aug., 1907, payable to Geo. Smith, husband.

##### ASSESSMENT No. 158

Eldon, Iowa, March 11, 1916, of pulmonary tuberculosis, Sister S. A. Millard, of Div. 220, aged 73 years. Carried one certificate, dated Jan., 1901, payable to Wm. L. Millard, husband.

##### ASSESSMENT No. 159

Bloomington, Ill., March 12, 1916, of heart disease, Sister Mary A. Bennett, of Div. 55, aged 71 years. Carried two certificates, dated Aug., 1899, payable to J. E. Bennett, husband.

##### ASSESSMENT No. 160

Columbus, Ohio, March 12, 1916, of la grippe, Sister Emily Rhinehart, of Div. 52, aged 82 years. Carried two certificates, dated March, 1900, and May, 1900, payable to John Rhinehart, husband, Helen Skinner and Alice Boynton, daughters.

##### ASSESSMENT No. 161

Buffalo, N. Y., March 14, 1916, of broncho pneumonia, Sister Jenny A. W. Tunkey, of Div. 79, aged 66 years. Carried one certificate, dated July, 1896, payable to Wm. Tunkey, husband.

##### ASSESSMENT No. 162

Buffalo, N. Y., March 15, 1916, of apoplexy, Sister Dora Goodenough, of Div. 232, aged 54 years. Carried two certificates, dated May, 1896, payable to Helen M. Goodenough, daughter.

##### ASSESSMENT No. 163

Paducah, Ky., March 27, 1916, of diseased brain, Sister Mary Mulvin, of Div. 540, aged 46 years. Carried two certificates, dated Dec., 1913, payable to John Mulvin, husband, Kate, James and John Mulvin, Jr., children.

##### ASSESSMENT No. 164

Eagle Grove, Iowa, March 28, 1916, of illness following hysterectomy, Sister Lizzie Murphy, of Div. 183, aged 42 years. Carried one certificate, dated Jan. 1896, payable to Willard Murphy, husband.

##### ASSESSMENT No. 165

Easton, Pa., April 2, 1916, of fatty degeneration of heart, Sister Sophie E. Coll, of Div. 121, aged 63 years. Carried one certificate, dated May, 1902, payable to Mrs. T. P. Wallace, daughter.

##### ASSESSMENT No. 166

Boston, Mass., April 2, 1916, of arterio sclerosis, Sister Elsonora Mitchell, of Div. 99, aged 58 years. Carried one certificate, dated Dec., 1907, payable to Flora P. Smith, daughter.

##### ASSESSMENT No. 167

Cleveland, Ohio, April 6, 1916, of cancer, Sister Adaline Baldwin, of Div. 65, aged 69 years. Carried one certificate, dated March, 1893, payable to George Baldwin, grandson.

Members will pay their Insurance Secretaries on or before May 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 111 and 112A, 11,201 in the first class, and 5,890 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### CROSS-COMPOUND PUMP

**Q.** I am running an engine equipped with a Westinghouse cross-compound pump and am having the following trouble: In charging a train the pump will work O. K. until the pressure is nearly 70 pounds and then go lame, and it may go lame just as the train line is cut in, then make a few full strokes and short stroke again, doing this alternately, gaining a few pounds each time it makes a complete stroke, and then losing pressure when it goes lame. If, however, the pressure gets up to 70 pounds, it will usually maintain enough excess to keep the brakes from dragging, although it continues to short stroke. By watching the action of the pistons I have noticed that the high-pressure air piston makes a slow downward stroke and a quick up stroke, striking the top cylinder head with a sharp click. Have reported lower final discharge and upper intermediate discharge valves, but the repairman says that all valves are O. K. A very little oil in either of the air cylinders will cause the pump to short stroke. Either too much or not enough oil in the steam cylinders seems to have the same effect; and as our work alternates between switching and puller service it is hard to regulate the lubrication to any exact degree. Now as the trouble seems to be getting worse each day, will you please explain what effect over or insufficient lubrication will have; or state what, in your judgment, is causing the trouble. We have other cross-compound pumps in service here and this is the only one giving trouble. L. H. J.

**A.** For the pump to *short stroke*, that is, for the piston to change its direction of motion before the stroke is completed, in any type of air pump, means, that for some reason the main valve has changed its position too soon. Therefore, in looking for an answer to your question it will

be necessary to give our attention to the main valve and its movements, and learn the reason for this early change of position. When steam is first turned on the pump, the main valve will move to the position in which steam is admitted to the lower end of the cylinder, causing the piston to move upward, and as it very near completes its stroke, the reversing plate, which is attached to the top of the piston, will engage the shoulder on the reversing rod, moving the rod and reversing valve to their upper position. In this position steam is admitted against the outer face of the large piston of the differential piston, creating an equal pressure on both sides of this piston, which makes it powerless to move in either direction. Then, the pressure acting on the inner face of the small piston of the differential piston, will cause the main valve to move to its opposite position, in which steam is admitted to the top end of the cylinder, while the lower end is connected to the exhaust, that is, to the low pressure steam cylinder, thus allowing the piston to move downward. Now, when the piston has started on its downward stroke, there is nothing left to hold the reversing valve and rod in their upper position but the friction between the valve and its seat, and where sufficient friction does not exist, due to over-lubrication of the steam end of the pump, or the valve being too nearly balanced, these parts will drop to their lower position. In this position of the reversing valve steam is cut off from the outer face of the large piston of the differential piston, thus unbalancing this piston and causing the main valve to again move to the position where steam is again admitted to the lower end of the cylinder, and this before the piston has completed its downward stroke. This, of course, will cause the piston to move upward, and when the stroke is about completed the reversing valve will again be moved to its upper position, causing the main valve to change its position, and again the piston will start down, only to have its direction of movement changed when the reversing valve again drops from its upper position. Thus it will be seen that over-lubrication or the reversing valve too closely balanced will cause a pump to short stroke. A bent

reversing rod will also cause the pump to short stroke, and at times will cause the pump to stop. When observing the action of a pump one should note carefully as to whether the piston is making a short stroke or an uneven stroke, that is, making a complete stroke in each direction, but one much quicker than the other. Broken, stuck open or stuck shut air valves or valves not having proper lift, will cause the piston to make an uneven stroke. Now, in the case you mention, the high pressure air piston making a slow stroke down and a quick stroke up would indicate a defective lower final or upper intermediate discharge valve; but more than likely it is an intermediate valve that is at fault, which accounts for the piston striking the cylinder head when completing the upper stroke. Over-lubrication of air end will not cause the piston to short stroke, but may cause it to make an uneven stroke, due to the air valves becoming gummed up and not seating properly. In offering a remedy for your trouble would suggest first: That a careful examination be made of the reversing valve and rod as to their condition; second, close attention be given to the amount of oil used in steam end of pump; third, that the air end of the pump be cleaned by running a strong solution of lye through the cylinders and air passages. In washing out the air cylinders, care should be taken not to allow the solution to enter the main reservoir, as this would allow it to work back into the brake system, causing damage to the different gaskets and air hose.

#### AIR PUMP STOPS

**Q.** Will you kindly answer the following question through the JOURNAL? I am running an engine in switching service which is equipped with the No. 5 E-T type of brake. Now with the engine alone we have 70 and 90 pounds pressure on air gauge. Here the other day we coupled on to 26 freight cars, and when the air was cut in the train line pointer went down to 20 pounds and the main reservoir hand went down to 40 pounds. The pump stopped as if the steam were shut off from the boiler. Well, what little air we had in the train line gradually leaked away and finally the pointer went down to the

pin. Now the only way we could get the pump to work was to move the automatic brake valve handle to either full release or lap position. Will you please explain why pump would not operate. We closed the angle cock on the head car but she would not pump up the one car; but just as soon as we closed the angle cock on rear of tender the pump went to work and pumped up the desired pressure. The only difference that I could see with and without the car was the length of the train line.

F. E. H.

**A.** In your question you have stated that the pump would operate with the engine alone or whenever the brake valve handle was placed in either release or lap position. Now from this we learn that there is nothing the matter with the pump and if it does not operate it means that the steam must be shut off; and this leads us to the question, What shut off the steam? It is evident that your engine is equipped with the S<sub>1</sub>F type of pump governor, and that the feed valve is in a dirty condition. To make clear what is meant, let us say that the pressure on the diaphragm in the excess pressure head of the pump governor is obtained by means of a regulating spring and air pressure, the air coming from the feed valve pipe. Now, when the air was cut into the train, the pressure dropped to 20 pounds, which left but 40 pounds (20 pounds air pressure and 20 pounds spring pressure) on the diaphragm in the excess pressure head of the governor, which controls the action of the pump when the brake valve handle is in any one of the first three positions; therefore, if the main reservoir pressure was above this amount the governor would shut off the steam, causing the pump to stop. The reason for the pressure in the brake pipe dropping to zero was, no doubt, due to the feed valve sticking shut or very heavy leakage on the first car, but would rather think the trouble was in the feed valve. When the brake valve handle was placed in full release position, air at main reservoir pressure was free to enter the feed valve pipe, also the chamber above the diaphragm; and this pressure plus the regulating spring pressure was greater than the main reservoir pressure under the diaphragm, consequently the pin valve

will be forced to its seat and the steam valve open, allowing the pump to operate. Moving the brake valve handle to lap position cuts out the excess pressure head of the governor, therefore the pump will not be affected by this head even though the proper pressure is not had above its diaphragm.

#### AIR SIGNAL

**Q.** In reading the March issue of the JOURNAL, I notice in the Technical Department a question asked by "Signal," which reads as follows: "Will you please make clear what takes place in the air whistle signal valve when the signal cord is pulled on some car in the train?" In answering this question it is stated that the reduction of signal line pressure causes a reduction on top of diaphragm, and owing to close fit of whistle stem the pressure in the chamber above the diaphragm reduces much faster than in the chamber below; therefore, the diaphragm will be forced upward, raising the stem, thus opening the port leading to the whistle. Now it is stated that air flows from both chambers of signal valve, also from the signal line to the whistle. This last part I do not understand. If I have been taught rightly, it is the air in the bottom part of signal valve which flows to whistle. What I cannot understand is, how could pressure from signal line and upper chamber of signal valve flow through to whistle pipe when the pressure above the diaphragm has been reduced to allow pressure below diaphragm to raise the stem and open port to whistle? I would like to know through the columns of the JOURNAL if I am right or wrong, as I am always interested in these questions. If my theory is not right, please give me a thorough explanation.

F. L. G.

**A.** In answering your question, probably the best way of convincing you of the correctness of the statement made in the answer to the question asked by "Signal," would be to suggest that you remove the signal whistle from its pipe, and then, by holding the hand over the pipe when the cord is pulled, note the amount of air that comes to the whistle; this, I believe, will fully convince you that the amount of air found does not all

come from the little chamber under the diaphragm. As stated in the former article, the same reduction of signal line pressure that caused the whistle valve to operate, also caused the reducing valve to open for the recharge of the signal line. Now, the pressure in the signal line near the reducing valve will build up quite rapidly, and would also build up quickly in the chamber above the diaphragm were it not for the choke fitting found in the opening to this chamber from the signal pipe; and again, due to air being free to flow from this chamber to the whistle, the diaphragm is held in its upper position a sufficient length of time to give the proper blast to the whistle. Probably a better understanding of this may be had by giving a few minutes' close study of a cut showing the different ports and parts of the whistle valve.

#### BROKEN FEED-VALVE PIPE

**Q.** Will you kindly answer through our JOURNAL the following questions: What is the result and remedy for a broken feed-valve pipe?

In what positions of the automatic brake valve is brake-pipe pressure and main-reservoir pressure found in the feed-valve pipe?

E. P. R.

**A.** This pipe breaking will cause a loss of main-reservoir air, also a loss of brake-pipe air when the automatic brake-valve handle is in either running or holding position. Both ends of the pipe should be plugged to prevent the waste of air. The maximum pressure head of the governor should be readjusted to the pressure desired in the main reservoir. Brake-pipe pressure is found in the feed-valve pipe in release, running and holding positions. Main-reservoir pressure is found in this pipe in lap, service and emergency positions.

#### PRESSURES EQUALIZE

**Q.** I would like to have an answer to the following question through the columns of our JOURNAL: I was running an engine equipped with the E-T type of brake, and had a train of about 50 cars, also one dead engine in. The air on this engine would pump up to the standard pressure, which is 70 and 90 pounds, when



coupled to train; but when engine was cut off, both train-line and main-reservoir pressures would go up to 110 pounds, and this with the automatic brake valve in running position.

What I would like to know is why this pressure would go up to 110 pounds with the lone engine, and with the train register the correct pressure 70 and 90 pounds?

A. Your engine is, no doubt, equipped with the S-F pump governor, and with this type of governor the pressure above the diaphragm in the excess pressure head is obtained from the regulating spring and air pressure coming from the feed-valve pipe. Now any leakage into the feed-valve pipe, that is, any rise of pressure in this pipe, will cause a corresponding rise of pressure in the chamber above the diaphragm of the governor, and this will allow the pump to continue working until the main-reservoir pressure reaches the point at which the maximum pressure head is adjusted, which in the case you cite must have been 110 pounds.

The reason for this not occurring when coupled to the train is, the leakage in the train was greater than the leakage into the feed-valve pipe; therefore, the pressure in the feed-valve pipe and the chamber above the diaphragm was not increased above that for which the feed valve was adjusted. To prove the correctness of this, with the engine alone, create a light leak in the brake pipe and you will find that the two hands on the gauge will indicate 70 and 90 pounds the same as when coupled to the train.

#### AIR HOSE TEST

Q. Will you please let me know what pressure is used when testing new air hose, or putting this another way, what pressure must the hose stand to pass the test?

A. Your question may best be answered by quoting the Master Car Builders' specification for bursting test:

"All hose selected for test will have a section five inches long cut from one end and the remaining 17 inches will then be subjected to a hydraulic bursting pressure of 400 pounds per square inch for 10 minutes which it must stand without failure. At a pressure of 100 pounds per square inch it must not expand more

than one-fourth inch in diameter or change in length more than one-fourth inch, nor develop any small leaks or defects."

#### CROSS-COMPOUND PUMP

Q. Will you please let me know, through our JOURNAL, what will cause a cross-compound pump to stop, when the main reservoir pressure reaches about 45 pounds?

A MEMBER.

A. This may be caused by a broken or stuck open final discharge valve. Where the pump is controlled by the S-F type of pump governor, and the pipe leading to the chamber above the diaphragm becomes stopped up, or the feed valve sticks shut, the pump will stop at this pressure.

As an explanation to the above statement, let us say first, for the pump to raise the main reservoir pressure from zero to 45 pounds, tells us quite clearly that the valve gear of the pump is not at fault, for if it were, the pump would not operate.

Now for the pump to stop at this pressure means that either the steam has been shut off, or that the working load equals the power of the steam end of the pump.

The question first arising is: What will cause the steam to be shut off at this pressure? We know full well it is the pump governor that controls the flow of steam to the pump; therefore we may look here for our trouble.

With the S-F type of governor, the pressure on the upper side of the diaphragm in the excess pressure head is obtained by means of a regulating spring, and air pressure coming from the feed valve pipe.

Now, if for any reason the feed valve does not open, or the pipe leading from the feed valve pipe to the governor becomes stopped up, we will have but the pressure of the regulating spring, which is generally 20 pounds, on top of the diaphragm.

But here another question arises: If we have but 20 pounds pressure on the diaphragm, why does not the governor stop the pump when this amount of pressure is obtained in the main reservoir?

In answering this last question, let us say that when the main reservoir pressure

under the diaphragm slightly exceeds the tension of the regulating spring, the diaphragm will rise, and air will flow to the top of the governor piston, and its tendency will be to force the piston downward and shut off the steam.

But here we run against another proposition. Under the governor steam valve, we have practically boiler pressure holding the valve open, and in addition to this the thrust of the governor piston spring; and to overcome the force of both the steam and the spring, it requires a pressure of about 45 pounds per square inch on top of the governor piston; therefore the pump will continue to work until this pressure is obtained.

Now in regard to a broken or stuck open final discharge valve, causing the pump to stop, we may best understand this by first saying a word on the operation of the pump.

When the low pressure air piston moves up, it compresses the air ahead of it, and forces it past the intermediate discharge valves into the high pressure air cylinder, and when the high pressure air piston makes its stroke up, this air is compressed and forced past the final discharge valve into the main reservoir.

The intermediate discharge valves prevent the air in the high pressure air cylinder from returning to the low pressure air cylinder; while the final discharge valves prevent the back-flow of main reservoir to the high pressure air cylinder.

Now the low pressure air piston is capable of putting the air over to the high pressure air cylinder at a pressure of about 45 pounds; but if from any cause the pressure in the receiving end of the high pressure air cylinder is greater than 45 pounds, the load will be greater than can be handled by the low pressure air piston; therefore the pump will stop. But as these pistons are always moving in opposite directions; that is, as the low pressure air piston moves up the high pressure air piston moves down, and vice versa, how can the receiving end of the high pressure air cylinder contain air at such pressure? As stated above, the duty of the final discharge valves is to prevent a back-

flow of main reservoir air to the high pressure air cylinder, but where either of these valves break or stick open, main reservoir air will be free to return to the high pressure air cylinder, and where this pressure is greater than 45 pounds, the low pressure air piston will be unable to create a sufficient pressure in the low pressure air cylinder to force open the intermediate discharge valves; consequently the pump will stop.

To test for a defective final discharge valve, bleed the main reservoir pressure down below 40 pounds, and if the pump goes to work and restores the pressure to about 40 pounds, and then stops, would look for a defective discharge valve.

But before making this test for the discharge valve, would test the governor. To do this move the automatic brake valve handle to lap position; this cuts out the excess pressure head of the governor, and if the pump goes to work and accumulates full main reservoir pressure the trouble will be found in the governor; that is, no air pressure will be found in the chamber above the diaphragm of the excess pressure head.

But if lapping the brake valve does not cause the pump to start, would look for the trouble in the final discharge valves.

#### NEW YORK TRIPLE VALVE

**Q.** Will you please say what will cause a New York triple valve to move to emergency position when a service reduction is made?

**A. L. B.**

**A.** There are various causes for a triple valve moving to emergency position when a service reduction is made, and the following causes may be attributed to the triple valve itself.

High friction in the triple piston, slide and graduating valves; weak or broken graduating spring; vent port in the vent piston or its stem becoming stopped up; service port partially stopped up.

High friction in the moving parts of a triple valve is generally caused by an accumulation of dirt and gum due to the valve not receiving proper attention as to cleaning and lubricating.

If either the triple piston or the vent piston packing ring forms too tight a

fit in the bushing in which they work, the friction created may cause the triple to move to emergency position when a service reduction is made.

A weak or broken graduating spring will not affect the triple valve when operating in a train of six or more cars.

If the vent port, found in the vent piston or its stem, becomes stopped up, the vent piston will be forced to emergency position when the triple piston moves to application position.

If the service port, which is the port leading to the brake cylinder, becomes partially stopped up, so that the auxiliary reservoir pressure can not be reduced as rapidly as the brake-pipe pressure is being reduced, there will be a tendency for the triple valve to operate in emergency.

**Q.** Where brakes on a train are applied in emergency, as in coupling up a crossing, why will the brakes on cars having New York triple valves release before those having Westinghouse triple valves?

A. L. B.

**A.** The time when a triple valve will move to release position, following an emergency application, is dependent principally on its location in the train; to be more correct, on the rate of rise of brake-pipe pressure at the triple valve, which, of course, is more rapid at the head end of the train.

For the triple valve to move to release position, it means that the pressure on the brake-pipe side of the triple piston must be raised to a point above that on the auxiliary side; and the pressure on the auxiliary side will vary with the travel of the brake piston and make of triple valve.

By this is meant that, where the piston travel is short, the auxiliary pressure will remain higher than where the travel is long; therefore, the brake on the car with short piston travel will not start to release as quickly as will the one with long piston travel.

With the Westinghouse triple valve, a higher brake-cylinder pressure is obtained in emergency than with the New York triple, due to the Westinghouse valve venting brake-pipe air to the brake cylinder, while the New York triple valve

vents brake-pipe air to the atmosphere.

For example, let us take an 8-inch brake cylinder with piston travel 8 inches and using 70 pounds brake-pipe pressure.

Now with the Westinghouse triple valve we will get about 60 pounds brake cylinder pressure, which means that we will have 60 pounds on the auxiliary side of the triple piston to overcome when releasing the brakes; while with the New York triple valve but 50 pounds will be had, as the New York triple does not vent brake-pipe air to the brake cylinder.

It will be readily seen from this why the New York triple valve will be the first to move to release position, if the rate of rise of brake-pipe pressure be the same at both triple valves.

Brake cylinder leakage will also vary the time of the triple piston moving to release, as in emergency position the auxiliary reservoir is directly connected to the brake cylinder, and any drop in brake-cylinder pressure means a corresponding drop in auxiliary reservoir pressure; this with either type of triple valve.

This difference in time of triple valves moving to release position, following an emergency application, is often responsible for brakes sticking, as when a triple valve moves to release position its auxiliary reservoir commences to recharge, thus robbing the brake pipe of air and causing a very slow rise of pressure, which generally results in brakes sticking.

A good rule to follow when making a release of the brakes following an emergency application is to place the brake-valve handle in release position until the brake pipe is recharged to 60 pounds, and then move the handle to lap position until the full excess pressure is obtained: then move the handle to release position for about 15 seconds and then back to running position.

### Questions and Answers

—BY JAMES GREGORY

**Q.** I note you state in March JOURNAL a six-inch cutoff is not considered practical. Why not? How is an engineer to

know at which particular cutoff he is working his engine?

A. If you will again read the statement you refer to in the March issue, you will see that the six-inch cutoff referred to an engine having 30-inch piston stroke, making the cutoff one of 20 per cent only. A six-inch cutoff on a 24-inch stroke engine would be a 25 per cent cutoff. So it was really stated that a 20 per cent cutoff was not considered practical. The reason is that to give figures on engine performance the cutoff must be based upon the average tonnage rating under average conditions, such as grade of road, etc., and it is safe to assume that engines are nowhere rated, as they can do effective work as a rule, at any cutoff less than 25 per cent. As to engineers knowing at which cutoff engine is working it would be of no advantage for him to know as he must regulate the cutoff to suit the work done and not restrict the train movement to any limit of cutoff. We used to have quadrants with cutoff marked, but they never served as an aid to guide the engineer in working the engine.

Q. Please answer the following on cutting of flanges. The engines in question are of the Atlantic type, balanced compound, and are used in passenger service. They are good riding engines and seem to be perfectly counterbalanced. The cutting of flanges is done when low pressure pin passes top quarter and a little more than one-third of flanges on wheels on both sides are cutting.

L. B. L.

A. The case you mention is rather unusual in that it seems the wheels opposite each other are cutting the flanges, and then only about one-third of each flange is so affected. The general known causes for flange cutting are, driving wheels out of square with engine, wheels out of tram, hub wear not properly taken care of, engine truck leading engine to one side, and some advance the theory that if boiler is not set level in frame it will tend to cause unequal flange wear. These defects, however, would tend to cause excessive wear on one side or the other. Instances have been known, though rare, that driving wheel centers have been bored out of square with axle. This fault would seem to fit a case such as you cite, where the

wear is on both sides of engine and only on a portion of the tire. The type of engine or effect of application of power would not have any such effect as you mention, for if none of the defects referred to existed engine is bound to track all right.

Q. As a general rule here when tires get worn, the left main tire is most likely to get loose. What causes this? R. R. B.

A. That is most likely due to the fact that the wear of tread of main tire at certain points is greater than tire on other driving wheels, and the blow on rail caused by the unequal tread tends to draw out the tire, thus making it larger than if the wear of tread was more uniform over the whole bearing surface of tire, as is the case with tires on other driving wheels.

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## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

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The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

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AUGUSTA, GA., April 2, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Please give your understanding of the following orders:

Order No. 40: "Engine 703 run extra A to B with right over No. 15, No. 45 wait at B until 5:10 p. m. for extra 703 east."

Order No. 46: "No. 45 wait at C until 5:10 p. m."

I contend that that part of order No. 40 reading, "No. 45 wait at B until 5:10 p. m. should be annulled. No. 45 is a first-class train.

W. H. D.

A. Rule 220 states that train orders once in effect remain so until fulfilled, superseded or annulled. For a superior train to fulfill a wait order it is only necessary that it does not pass the station named before the time mentioned, unless the other train has arrived. No. 45 in this case is moving from Z to A and the second order requires it to wait at C until 5:10 p. m. without any inferior train being mentioned, therefore, it is neces-

sary for No. 45 to wait at C until 5:10 p. m., at which time it fulfills both orders. Under such circumstances it is not essential to annul the part of order No. 40 referred to.

ST. PAUL, MINN., March 26, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
No. 5 is superior by direction to No. 6. The following order is issued: "No. 5 meet No. 6 at B No. 5 take siding." Later another order is issued reading: "No. 5 meet No. 6 at C instead of B."

Which train should take siding at C?

J. E. H.

A. A new rule in the Standard Code of Train Rules provides that when a train is directed by train order to take siding for another train, such instructions apply only at the point named in the order, and do not apply to the superseding order unless so specified.

KANSAS CITY, MO., March 9, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Please give your understanding of the following order: "Engines 82 and 86 run as third and fourth No. 128 A to Z."

Is the order correct, and should these engines display signals? L. A. B.

A. The order is correct, and under it the engine last named will not display signals. It is not essential in the running of sections that all sections shall have orders showing the authority for each section on the schedule. Example (2) reads as follows: "Engine 25 run as second No. 1 A to Z," showing that it is not essential under the form to show authority for leading sections. The order shown in the question is known as example (4) and the explanation states that the engine last named will not display signals.

PHALANX, OHIO, April 7, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Please advise if the train running on the following schedule is dead when it becomes twelve hours late on such schedule:

"Engine 77 will run extra leaving A, Thursday, Feb. 17, as follows, with right over all trains—leave A 11:30 p. m. (time at all stations) arrive at Z 2:20 a. m."

Please explain it fully.

MEMBER DIV. 627.

A. The life of an extra train depends upon the life of the train order which authorizes it. In the case at hand, engine 77 is directed to run extra on a schedule and as long as that order remains in effect it is full authority for the movement of the extra. Rule 220 governs train orders as follows: "Train orders once in effect continue so until fulfilled, superseded or annulled."

Rule 82 governs regular trains by stating that regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order. But it must be taken into consideration that Rule 82 governs regular trains only, and does not have anything to do with an extra train. In connection with this it must be understood that when an extra train is to be annulled, the annulling order must annul the running order of the extra. An extra cannot be annulled by its number.

KINGSVILLE, TEXAS, April 3, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Please give your opinion on the following order, and if this order is proper, which train takes siding at D?

"Engine 83 run extra F to A hold main track and meet extra 86 north at E and meet extra 97 north at D."

J. H. K., Div. 731.

A. Rule 201 provides that the authorized forms must be used when they are applicable. Two or more forms may be combined as indicated, but when train order forms are combined it is improper to insert into the form instructions which the original form does not contain. If such instructions are necessary they should follow the regular form. The order should have read, "Engine 83 run extra F to A meet extra 86 north at E and extra 97 north at D extra 83 hold main track."

While the order was not given in proper form still it would naturally call for the same interpretation in the absence of special instructions governing the case. Extra 83 should hold main track at both points.

MONTGOMERY, ALA., March 20, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 41 was received at A, reading, "Engine 802 run extra A to C."

At B, extra 802 received order No. 61, reading, "Engines 802 and 485 run as first and second No. 189, B to C."

Should conductor and engineman of engine 802 have had the annulment of order No. 41? Div. 332.

A. It was impossible for engine 802 to fulfill both orders, and because of this order No. 41 should have been annulled. That is, engine 802 could not run extra and at the same time as first No. 189, and the crew had the authority to insist that one or the other of the orders should be annulled at B, before they proceeded from that point.

MARION, OHIO, April 4, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
On this line there is no superiority by direction. The meeting points shown on the time-table are absolute. Eastbound trains take siding at single end facing point sidings where they are scheduled to meet. At double end sidings the dispatcher states which train will take siding.

When, to reverse the right to hold the main track at a single end siding, the following order is issued: "No. 110 take siding at A," is it necessary to put in the order, "for No. 101?" A is the scheduled meeting point for No. 110 and No. 101. Div. 97.

A. Inasmuch as the rules under which the questions are asked are not standard, it would seem that the practice as outlined in the order would be sufficient, as the schedule furnishes the reason for taking the siding at A. Besides this, the repeating of the train number would not convey any information to No. 110 which it did not before possess.

INDIANAPOLIS, IND., April 4, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
No. 7 receives an order to meet No. 8 at B. No. 8 is inferior by direction and when No. 8 arrives at B it receives an order that No. 7 will run 30 minutes late D to A. Can No. 8 use this time to make C for No. 7, providing that it can clear the time? K. C. H.

A. No. 8 cannot go beyond its meeting point at B, even though it has plenty of time to make C and clear the time of No. 8 on the order to run 30 minutes late. The reason for this is that the explanation to the meet order states that the trains will run with respect to each other to the point named and there meet in the manner provided by the rules. When a train holds a meet order it must actually meet the train designated at the point named to fulfill the order.

## Third Letter

CHICAGO, ILL., Jan. 24, 1916.

FRIEND BILL: So ye are wantin to know how the federashun is goin. Well its the talk of the whole country. Whin Hank Dawson told his fireman that all he wanted was fer him not to let the fire go out on Hanlon's Hill he gave the hole thing away. Thats how it affects the ingineers. It has the opposit affect on the firemen. For instance, he don't ask the caller any more who he goes out wud, on the contrary he says, "what hogger do I get." Yisterday Nozy Humphree was ilin round afore goin out whin all of a suddin a kind uv a gawk uv a feller sashays up long side uv him an says, "are ye goin out wid me Nozy?" Well, Bill ye know as well as anywun kin tell ye, that Humphree is a bad ackter when riled up or riled down ayther, fer that matter, and no wan but yerself and me and a few mor uv the old-timers ever cud call him Nozy and get away with it. I mind a long time ago, when a big yawp from Weever's Corners cam firing heere, and to make a long story short, he came up to where Humphree wur ilin, and with a big 2 fer betune his teeth and a swagger all over him sez, "is this our old scrap, Nozy?" Ye raymember that yerself, Bill, fer ye wur heer thin, and ye know how thay had to call anuther fireman fer that run. Ye know Humphree was awful proud of his big engine an not a bit proud of his noze, so the poor racroot of a fireman cuddent invent a better combinashun to get himself in trhouble, so he got in very deep that day. Thay say the lad got over it alrite but it wur a long hard pull for him. But things are changed now, fer when the yap made the crack the other day an Nozy turned to face him with blood in his eye, the lad gav Nozy the hungry sine uv the federashun and it wur all off, so Nozy went out with him inshted uv him goin out with Nozy.

Don't the federashun make the men more soshable sez you? Well, in a way it does an soshability is a fine thing in its proper place, but like menny other good things it shad not be used to excess whare it dont harmonize with the surroundins. Fer instance, when yer thryin to make a time order and the shteen is goin back an the watch goin a hed an yer bizzy thryin to hold the old hog to the rail, ye dont want the fireman to lane over on ya an tell ya some funny thing that he saw in the show the night afore, nor be the same token yerself, must not leave the injecthor wide open an tha lever down to finish tellin a yarn to tha hed man while the fireboy is shovelin like mad to hold the fire on the back grates. Theres a place fer soshability as I sed before, but when its mixed in large pro-

portions with tha bizness uv runnin an engine its like mixin water an milk, fer whatever else may result tha quality suffers in ayther case. We useta to be so-shable years ago Bill, when you an I fired on the Cintral an mannys the good time we had, an mannys the time we made a nite of it at Ringlesteins or Schweitzers. Theyd be ingineers an firemen an brakesmen an conducttoors too, an ya hardly cud tell them apart. In fact often thay cuddent tell themselves from aich other about 2 a. m. Yes, Bill, them were grate days er more properly grate nites. Them wur the times when everybody set them up fer all hans an one man was as good as another, while the jamboree lasted. An ye know Bill how wed wind up with a nightcap on the house, sumthing we didn't need at all, but took it to be so-shable, an then shake hans all round at the brake up about 3 a. m. in the gray uv the mornin. I mind when I wuz firin fer big Dick Toler, I often had to almost carry him home from some of the big doins, an hed want to kiss me when Id lave him propped up agin his own gate, but nex day when we wud meet on the deck of the old 691 the soshability wur all off. Why ya wud think I just landed on tha job an that he never saw me befoar. Sometime for fear I would brake the laws of neuthrality. be gettin too chummy, Dick ud even ask me my name, an if he found a speck uv dirt er grease anywhere, er if the brass doom er the brass bands, er tha bell er tha brass pump er anny uv the brass that wur ennywher didnt shine like a weddin ring theyd be sumthing doin shure. No soshability on dooty. No talk about the helluva a time we had tha night afore but awl bizness. Things are difrent here now Bill to what they wur when you wur raytired. No hang outs but tha Y. M. C. A's, an if they hand out any booze in them it aint generally known. Of course thare is a little o tha rale goods used here an thare yet, but a ralerode ran that ud take on enuff ta make him more than a bit cheerful wud be called a dub while in them days he wud be called a sphort. Thay useta be chummy then only when off jooty, but now thayre most chummy when on tha job. We shud get along fine an dandy now wud tha work sez you. Oh, we do Bill, in a way. Fer instance, we useta be takin a run fer the hill it tuk our undivided attenshun to watch the water an the air, an tha steam an tha watch, and the land marks, and tha speed so we cud know how to handle her to take the besht wurk outa the ould mill to get by an not be disgraced in the eyes uv the train department, but now its different Bill. If when thyring fer the hill, an from foorce of habit ye get to watchin tha water an tha shteam, an tha air, and tha shpeed an so forth, about tha time when ya think ya

got everythin goin rite, the fireman is likely to lane over and kindly relave yer mental tinshun by saying dhrop her down a cupple pard, I got a bank on the left side. Uv coorse it also relaves ye some shteam an a lot o water to help him out, an afther goin a mile er so he shows he has his eye on the wurk by telling ye to cut her up a little cause he has a hole on tha rite side. By wurking together in that way ye see thare is perfect harmony on the futboard, an if the trane does hang up thay can say they dun the besht cud be done, under tha condishins, or all that cud be expected under the circumstances. Thay wouldnt be a wur o lie in that reeport ayther way Bill. Course tha condishins, etc., are a little irregular as tha laad sed when the highway man askd the loan of his month's pay, but so far as the ingineer and fireman are consarned thare is no cause for complaint an they wur only followin out the principle an aquality as laid down at tha jint meetin. How does the super look at it sez you? Well Bill, hes doin the besht he can under the circumstances, just as the ingineer is. Uv coorse ye'll want to know how tha ingineer is goin to get by when he makes out his reeport o cause o sthallin. Well at firsh Bill it did bother thum some, but like a man gettin usta to a wooden leg they are not havin so much throubble now. It useta to be when we sthalled it was hard to explane an it might take a month's correspondence ta settle tha case, an then it often hung fire till may be a feller ud get time too, but in them days it only happened now an then an tha boys didn't have much practice at makin out tha reports, an also thare wus not so menny things to be reported as now Bill. We useta say in our reereports when we hung up, "bad rale," or somethin simple like that an take our chances. Why Bill, the "detaled" reeport that is deamanded these days ud open yer eyes. Uv coorse the boys are diplomattick an dont say anythin about the co-operativ plan uv hookin tha reverse lever up an down to keep tha firn in "good shape," thats thare own bizness ye see, but they rite up the B. O. condishun o tha old pooled hog, and that ginerally goes unless the fireman takes a noshun to tell them that ye didnt use no judgment in handling her or him, mostly him but tha disgrace uv engine failures is grown less everywhere when everyone is doing it.

You have now a ginerall outline of tha way the new co-operativ plan is workin out. What sum o tha old timers think uv it might not look good on paper nor wud it sound rale nice ayther. I will giv ye a more detailed reeport consarnin me own personal experiences with the new plan laater.

Yours throoly,  
DAN CASEY.

## Legislative Program Progressing

### NATIONAL LEGISLATIVE COMMITTEE

WASHINGTON, D. C., April 11, 1916.

Although, as reported in the last issue, the Interstate Commerce Commission saw fit to object to the passage of the Clearance Bill on the ground that it would impose some additional work upon the Commissioners, and in spite of the fact that the time and attention of Congress has been taken up very largely with preparedness measures and appropriation bills, some progress has been made toward the passage of the bills of direct interest to the men engaged in train service.

It looked for a time as though Senate Joint Resolution 60, which passed the Senate and was favorably reported by the House Committee on Interstate and Foreign Commerce, would be used to hold up all legislation affecting the railroads, including the bills being urged by the Transportation Brotherhoods, through the National Legislative Representatives. This resolution provides for the appointment of a Committee of Senators and Representatives to investigate the whole subject of the regulation of the railways, as well as the feasibility of government ownership of this and similar utilities, and was presented in accordance with the recommendation of the President in the message to Congress. President Wilson suggested the formation of a body of inquiry "to ascertain by a thorough canvass of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem," and stated that "it might be the part of wisdom before further legislation in this field is attempted to look at the whole problem of co-ordination and efficiency in the full light of a fresh assessment of circumstances and opinion."

It was not clear from a reading of the message whether or not it was intended to suggest to Congress that laws looking to safety of railroad operation should be included, and whether the investigation should cover the operation of the safety appliance and locomotive safety laws and be used to hold up other bills, pending the report of the committee. This view was

met by the Legislative Representatives, and in order to secure some definite expression upon this point and, in order, if possible, to secure the support of the President of the measures included in the legislative program of the Organizations, an interview was arranged and the matter laid before him in a personal audience. The President expressed himself as being in sympathy with the efforts of the Organizations to bring about improvements in the operating conditions and frankly stated it was not intended to refer the bills mentioned to the joint committee.

Notwithstanding this understanding, there was some sentiment among members of Congress to delay action on the safety legislation and the pendency of Senate Joint Resolution 60 and the report of the Committee was used as an excuse. To meet this objection, a communication was addressed to the President and information was received to the effect that the Committee handling the bills would not refer them to the joint committee, and that their consideration or passage would not be delayed by reason of any action on the resolution and that they will be taken up in due course.

The bill to fix a minimum fine of \$100 for violations of the Hours of Service Law was favorably reported to the Senate by Senator Robinson, of Arkansas, and is on the calendar. Hearings have been arranged on the Clearance Bill and the proposal to increase the salaries of the safety inspectors. These three measures, the increase in salaries for the inspectors, the minimum fine for violations of the hours of service law, and the clearance bill, constitute the program of legislation of immediate interest to the transportation organizations at this session of the National Congress.

### "PAUSE TO BLAME"

Odd language is employed by Mr. Justice McKenna, of the Supreme Court of the United States, in the opinion delivered March 20, 1916, reversing the judgment of the Supreme Court of Minnesota which had affirmed an award of \$650 for the death of a great Northern brakeman in an action under the Federal Employers' Liability Act. "His fate gives pause to blame," says the eminent jurist,



ion of the court in which each of the contentions of the company was refuted. In accord with the principles laid down in the case of Chicago, Rock Island & Pacific Ry. Co., vs. State, 219 U. S. 453, in which the Supreme Court sustained the Arkansas full crew law for freight trains, the court stated there was no conflict with the Fourteenth Amendment and the Commerce Clause of the Constitution.

The carriers asserted a distinction between a full crew law for freight trains and a full crew law for switching operations within terminals, but the Supreme Court took the position that "the basis of both is safety to the public, though the urgency in one may not be as great as the urgency in the other."

Another objection which was advanced with great emphasis by council for the railroad company was that certain terminal companies, one at the city of Helena and one at Fort Smith, do switching for certain connecting trunk lines, and by reason of their length, being less than 100 miles in length, are not covered by the act, and that the one at Fort Smith does switching over the crossings of the St. Louis, Iron Mountain & Southern. On this point, the court stated, "The distinction seems arbitrary if we regard only its letter, but there may have been considerations which determined it, and the record does not show the contrary. We have recognized the impossibility of legislation being all comprehensive and that there may be practical groupings of objects which will as a whole fairly present a class of itself, although there may be exceptions in which the evil aimed at is not so flagrant."

H. E. WILLS, Asst. G. C. E., B. of L. E.,  
P. J. McNAMARA, V. P., B. of L. F. & E.,  
W. M. CLARK, V. P., O. R. C.,  
VAL. FITZPATRICK, V. P., B. of R. T.

### Close the Gates

The *Chicago Tribune* expresses this editorial opinion on immigration restriction:

"The part of common sense and common caution for us is to close our gates for a time. All thinking Americans have become conscious in recent years that the process of Americanization is much slower and more superficial than we have flattered ourselves it was. The amount of for-

eign nationalism, of unassimilated immigration, is disquietingly if not alarmingly large. It is time to prevent our national composition from being further diluted.

"The *Tribune* believes the absolute restriction of immigration would check the consequences of a reaction after the war and insure a widespread prosperity. It would protect our own wage earners from the competition of cheap labor, insure good wages and the American standard of living, and thereby stimulate the home market and bring about the broadest prosperity."—*Weekly News Letter*.

### Stick Together

Wendell Phillips said: "Have faith in each other. Stick together. If you want power in this country, if you want to make yourself felt, if you do not want your children to wait long years before they have bread on their table they ought to have, the leisure in their lives they ought to have, the opportunities in life they ought to have—if you don't want to wait yourself, write on your banner so that every political trimmer can read it, so that every politician, no matter how shortsighted he may be, can read it, 'We Never Forget!' If the wage earners devote themselves to their own cause with more serious determination and loyalty, their interests will be less often infringed upon by men in public life or by greedy employers."—*The Tobacco Worker*.

### Strike Not Conspiracy

Five pavers in New York struck because of violation of union rules, and the paving contractor secured a grand jury indictment for conspiracy against them.

At the trial before Judge Gibbs of the Bronx County court the strikers' attorney raised a question of law on the matter of conspiracy. The judge discharged the strikers, and in dismissing them, said:

"Labor has a right to organize and use every legal means to protect its own interests, raise wages, shorten hours and enforce working rules. Labor has the same right to protect itself against outside competition that business has. This was a legitimate strike, called by a legitimate union, and there was no criminal conspiracy."—*Weekly News Letter*.

# The Eight-Hour Day Movement

Headquarters B. of L. E. Building, April 10, 1916

## Trainmen Must Have Eight-Hour Day

The men in train service must have an eight-hour day because it is justly due them.

Eight hours of actual labor, the preparatory time before and after the service period to be additional, is all the time the laborer can give if he is to secure the rest that nature demands and remain at his best.

This service period has been firmly established in the leading industrial occupations and is commonly recognized by law.

It enables the laborer to be at his best throughout the entire working period and compensates for the loss of time by the elimination of errors.

Errors in traffic movement are more costly than errors in other occupations. The errors of the overworked employee create dangers for others besides himself.

The eight-hour day should be granted for the benefit of the traveling public. The public pays for passage on the trains. They have a right to demand that the danger due to overworking of employees be eliminated.

The passenger has a right to demand that passenger trains shall not be handled over lines in constant contact with freight trains whose crews are overworked.

It should be granted because there is greater fatigue and less relaxation in railway train service than in other occupations.

The employees have irregular hours. They know neither night nor day. If compelled to work at night many men cannot sleep in daytime. If their rooms are upon noisy streets they get little rest.

They have no Sunday. "Thou shalt do no labor on the Sabbath day," was not spoken of trainmen.

They must face all conditions of weather. Rain, sleet, snow; in storm or calm; freezing or burning, they must go.

They cannot have regular meals, and must often eat the lunch they carry while on the run.

The operator and signalman, housed and protected from the stress of weather, whose business is merely to write down upon paper or communicate by signal what the trainmen must do, are forbidden by law to work more than eight hours.

The man who does the work needs rest sooner and needs it worse, and needs it longer than the man who tells him to do the work.

The eight-hour day should be granted because:

It will make the laborer a better citizen. Better citizens make better nations and better governments.

Longer periods off duty bring the laborers into touch with the social, moral and religious life of the community. Their wants are increased. They are inspired to greater effort. They rise in the scale of human worth. They become an asset to the community.

More hours at home make a man a better husband, a better father. He will raise a better family.

The country may some day stand the laborer or his sons in front of an enemy's guns may need them at their best. If it expects this, it must avoid overwork.

### A HIGHER RATE SHOULD BE PAID FOR OVERTIME

It will induce the employer to hurry trains over the road and eliminate delays.

Freight will be more promptly delivered. This will benefit the public.

It will give greater mileage to engines and cars. This will benefit the railroads.

It will enable the carriers to please the public and eliminate much of the worry incident to delayed shipments.

It will be justice to the railroads that have already given the 12½ miles an hour basis to their employees.

The demand should be granted because:

The increased compensation will go to those most deserving it.

Increased tonnage of trains has increased the labor and worry of the trainmen. Their wages should increase in proportion to the increase of their earnings for the employer.

The demand should be granted because the cost of living is constantly on the increase. This must be met by the laborer either by increased income or reduced standard of living. A lower standard of living means lower vitality and less efficiency.

#### INCREASED INCOMES JUSTIFY THE DEMAND

If the trainmen are denied a share in the increased revenue, the millions will go into the liquid pools to raise the level of watered stock. They may give strength for a time to the stalking-horse subterfuges of finance, such as holding companies, voting trusts and stock gambles; but little of it will ever reach the real investors who advanced money to build American railways.

Most of these have been attended to by reorganization schemes, syndicate control, high salaries of officials, bonuses and concocted receiverships.

The demands of the trainmen should be granted because:

It will give a part of the increased income to 309,000 laborers who, in drudge and danger, have helped to produce it.

It will give them brighter fires and they will be longer by them.

It will give them happier families and they will be longer with them.

It will give them better clothes and they will have longer to wear them.

They will make a better country and live longer in it.

The demand should be GRANTED BY THE EMPLOYERS. They should grant it without the strike they say threatens the nation.

They should announce their intention to deal fairly with their employees and cease trying to excite the public with inflammatory publications.

They should grant the demand because THE TRAINMEN ARE GOING TO HAVE IT.

Their growing intelligence has brought an appreciation of the value of human life and human limb and human labor. They feel that life is given them by a higher power than themselves and that eight hours out of each twenty-four hour period is all that they have a right to sell.

#### LONG HOURS AND SAFETY FIRST

In seeking to estimate the hardships incident to long hours in train service,

the public usually forms its opinion from the time indicated by the train sheet or by the time slip. This leads to an erroneous conclusion.

For instance: A switchman works 10 hours. We are greatly in error if we conclude that the switchman has rest for 14 hours out of the 24 hour period. It is safe to assume that the man must have arisen from his bed at least two hours before work time in order to have breakfast prepared and reach his work. In like manner, after he quits work it will require from one to two hours to reach his home; and thus the man who is paid for working 10 hours is not resting more than 10 hours.

The public is not vitally interested in the pay check of the railway employee, and might, if it should be led to believe that bettering the conditions of employment would mean an advance in freight and passenger rates, decide against him. But the question of safety is so closely associated with the hours that employees are required to remain on duty that the public must beware. It is not difficult to understand that when an employee is finishing a 16-hour working period, and arose from his bed two hours before the period began, he is yielding to fatigue; he is not as safe and dependable as he was in the earlier hours of his service.

The Industrial Accident Board of Massachusetts has just published its second annual report, and among other things has given the following table concerning the frequency of accidents at given hours during the 24 hour period:

#### FREQUENCY OF ACCIDENTS BY HOURS OF THE DAY

Hour	Fatal	Non-Fatal
1	6	205
2	1	287
3	5	303
4	3	320
5	8	345
6	3	492
7	20	2,220
8	31	6,376
9	26	9,203
10	51	12,940
11	56	12,204
12	36	6,459

Afternoon		
Hour	Fatal	Non-Fatal
1	26	3,357
2	41	7,852
3	46	10,440
4	46	9,776
5	39	7,224
6	18	2,638
7	9	786
8	9	867
9	5	727
10	7	655
11	10	476
12	7	230

The Board calls special attention to the fact that the "greatest number of accidents fall in the morning between 10 and 11 o'clock, and in the afternoon the peak is between 3 and 4 o'clock. This result agrees with the experience of the previous year and appears to represent a fairly well crystallized law."

This crystallized law is that with each succeeding hour of work there is a resultant mental and physical fatigue, increasing as the hours lengthen, with a corresponding loss of muscular control. The Board had no such periods of labor as is exacted by the movement of modern heavy freight trains, a relinquishment from which the railroads are now resisting, from which to make their tabulations.

These are facts which the American public will ponder before turning against the employees in train service in their effort to have shorter hours.

#### WHERE THEY WORK BUT EIGHT HOURS

In a very excellent paper by Mr. Samuel Gompers, President of the American Federation of Labor, entitled "The Workers and the Eight Hour Work Day," it is shown that the eight-hour day now prevails generally in the following trades:

"Carpenters and joiners; coal miners; typographical printers; cigar makers; granite cutters; painters; decorators and paper hangers; plasterers; plumbers and steam fitters; lathers; tile layers; composition roofers; railroad telegraphers; stone cutters; marble workers; sheet metal workers; elevator constructors; book binders; hod carriers and building laborers; brick, tile and terra cotta workers; cement workers; compressed air workers; steam engineers (in building construction); pavers, rammermen; flag layers; bridge and stone

curb cutters; paving cutters; plate printers; printing pressmen; stereotypers and electrotypers; tunnel and subway constructors; bridge and structural iron workers; asbestos workers; boilermakers; and iron ship builders; quarry workers; metal miners; flint glass workers; slate and tile roofers; cutting die and cutter makers; stationary firemen; paper makers; photo-engravers; powder and high explosive workers; dock builders and brick layers."

In addition to the trades enumerated, Mr. Gompers cites the eight-hour work day as being established by law in the following states and territories:

"Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Hawaii, Idaho, Illinois, Indiana, Kansas, Kentucky, Maryland, Massachusetts, Minnesota, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, Ohio, Oklahoma, Oregon, Pennsylvania, Porto Rico, Texas, Utah, Washington, West Virginia, Wisconsin and Wyoming."

Mr. Gompers further cites that the federal eight-hour law has been made effective by the efforts of the organized workers.

#### SHORTER HOURS, INCREASED PAY FOR OVERTIME, RAILROAD MEN SHOULD HAVE SAME RIGHTS AS OTHER LABORERS.

In an article under the heading, "Why the Eight-Hour Day," signed by the four chief executives, which was recently given to the public, the reasons for the present wage movement were clearly stated. Those in charge of the negotiations on behalf of the railroads have shown their appreciation of the force of the arguments there presented by resorting to a campaign of publicity unexampled in the history of wage negotiations.

Publicity bureaus have been established with a view to having the public understand the position of the employees and the employers; and in so far as the efforts that are being made are sincerely for the purpose of dispensing facts with a view to having the public render judgment, they each acknowledge the general public to be a party to the pending negotiations.

At the beginning, the employees are not unmindful of the fact that they are performing what is in the nature of a quasi, or half public service, and the service they perform is indispensable to the public good; but they fail to see why

they should, for that reason, not retain all the privileges and rights that are reserved to laborers in less important callings when seeking to improve the conditions of employment. In most other commercial employments the eight-hour day is an accomplished fact, in many instances established by law. This is notably true as to all contract work for the United States Government.

As early as 1825 the shipbuilders of the Eastern cities began to strike for a ten-hour day. In 1835, the Philadelphia city council was induced to grant its employees a ten-hour day, which example was followed by Baltimore and other cities. In 1840 President Van Buren established a ten-hour day in the Government navy yards. By the middle of the century this was the established day's work in the northern half of the United States.

Prior to 1850, the women and children began to work in the New England cotton mills as early as 4 and 5 o'clock in the morning, and continued as late as 8 o'clock at night. The Philadelphia shoemakers worked 13 hours a day, while the hatters worked 11; many workers in the small shops working practically the entire time of their waking hours, with but scant allowance for meals.

Just after the Civil War the movement toward the establishment of an eight-hour working day began, Connecticut making this a legal day unless a contract was made for longer hours. In 1869 Congress passed a bill authorizing an eight-hour day for navy yard employees. Strikes for the eight-hour day had occurred as early as 1866, and a series of strikes just prior to 1873 failed on account of the business depression. In 1874, Massachusetts established a ten-hour day by law. In the 80's a new and vigorous movement for shorter hours began, and before the beginning of the 19th century many skilled occupations had an eight-hour day.

Notwithstanding that an eight-hour day is well-nigh universally recognized in the more important industrial callings, and already has a footing in transportation service, we are met with the stern opposition of the railroads in an effort to arrange our schedules upon eight hours as

a computing basis for a day's work. The public is asked to deny it to us.

The railroads place much reliance upon an expression of the Board of Arbitration in the wage demand of the trainmen and conductors in the Eastern territory. This expression was as follows:

"The Board is in sympathy with the expressed desire of the men to reduce overtime as much as possible, and it recognizes that the payment of time and a half for overtime is a well-established custom in the building trades, and possibly in some other trades. . . . In railroading it is quite evident that in many cases neither the management nor the trainmen can prevent overtime; and that it appears to this Board, therefore, that punitive overtime, as it is called, is an unsound principle when applied to running of trains. The Board hopes that some other method can be devised for reducing overtime, for it does earnestly believe that the hours demanded in slow freight and construction service are unreasonably long. If no other remedy can be found, possibly punitive overtime should be tried."

Not only does this expression fail to disclose wherein punitive overtime was unsound as applied to railroads, except in the mind of the Board, but it failed even there to reveal any fixed opposition. If no other remedy could be found for the "unreasonably long hours," then "possibly punitive overtime should be tried." In deciding whether the decision is for us or against us in the present negotiations, one is left free to take his own choice.

As a theory, punitive overtime is no less sound when we reckon it upon a speed basis of 12½ miles per hour than when reckoned upon a ten miles per hour basis. In either case it is only an effort to speed up the management and make them eliminate the delays.

If the present demand of the employees be properly analyzed and understood, it is neither unjust nor unsound. Its application to switching service would mean that three men would be required to keep an engine working throughout a 24-hour period. If the railroad makes proper arrangements to have the men relieve each other they will make no overtime.

If, in through freight service, the train is permitted to advance at the rate of 12½ miles per hour, then there will be no overtime. No increase is asked in rate per

100 miles, and the question resolves itself into one of how our freight shall in the future be moved. All are agreed that in the past it has moved too slowly.

#### ADDED COST OF EIGHT-HOUR DAY

The railroads have chosen to announce to the American public that to grant the request of the employees for an eight-hour basic day will result in an added cost of \$100,000,000.00. This is guesswork. It is a bare assumption upon the ratio of 8 to 10, and ignores the fact that it may be largely met by improved methods of traffic movement, a cessation of the practice of overloading engines, and the various things that entail long hours for the trainmen and delays for the passengers and shippers.

Not only may much of the apparent cost be avoided by proper management, but by analysis it is seen that very much of the

traffic will not be affected by the eight-hour day. During the recent Western arbitration, the railroads presented elaborate exhibits purporting to give the speed of trains. Their Exhibit No. 10, Sheet 2, deals with the movement of 149,267 through freight trains in the month of October, 1913. Of this number of trains, 113,362 (which comprises 76 per cent of the total), averaged 116.06 miles per train, and the average time consumed was but 8 hours and 24 minutes. Bear in mind that the trains were averaging more than 116 miles. This gives an indicated speed that enables a freight train to make 100 miles in 7 hours and 14 minutes.

This clearly discloses the fact that, applied to the vast majority of freight trains (76 per cent), the eight-hour day, or the 12½ miles per hour basis, entails little expense or difficulty.

Roads where existing agreements show a higher speed basis than ten miles per hour:

SOUTHEASTERN TERRITORY	Engineers and Firemen	Conductors and Trainmen	Mileage
Florida East Coast.....	15	..	746
Alabama & Vicksburg.....	12½	12½	142
Atlanta, Birmingham & Atlantic.....	12½	12½	638
Atlantic Coast Line.....	12½	12	4,697
Central of Georgia.....	12½	12½	1,924
Charleston & Western Carolina.....	12½	12	340
Georgia R. R.....	12½	12	307
Georgia & Florida.....	12½	12½	350
Georgia Southern & Florida.....	12½	12½	392
Gulf & Ship Island.....	12½	..	307
Louisville & Nashville.....	12½	11	5,034
New Orleans & Great Northern.....	12½	..	282
New Orleans & Northeastern.....	12½	12½	196
Norfolk Southern.....	12½	12	907
Richmond, Fredericksburg & Potomac.....	12½	12½	89
Seaboard Air Line.....	12½	12	3,123
Tennessee Central.....	12½	11	298
Vicksburg, Shreveport & Pacific.....	12½	12½	171
Raleigh, Charlotte & Southern.....	12	..	....
Alabama Great Southern.....	11	10	361
Chesapeake & Ohio.....	11	11	2,374
Cincinnati, New Orleans & Texas Pacific.....	11	10	338
Georgia, Florida & Alabama.....	11	..	194
Lexington & Eastern.....	11	..	196
Mobile & Ohio.....	11	12	1,122
Norfolk & Western.....	11	11	2,043
Southern Railway.....	11	11	7,022
Southern Railway in Mississippi.....	11	11	270
Virginian Railway.....	11	11	508
WESTERN TERRITORY			
Houston, E. & W. Texas.....	12½	12	231
Houston & Texas Central.....	12½	12½	896
San Antonio & Aransas Pass.....	12½	12½	724
St. Louis, Brownsville & Mexico.....	12½	..	528
Southern Pacific.....	12½	..	6,928
Colorado Midland.....	12	15-12-8	338
Denver & Rio Grande.....	12	12-10	2,577
Denver and Salt Lake.....	12	10-12	255
Grand Trunk Pacific.....	11	11	4,786

Thus it appears that the talk of adding \$100,000,000 to the payroll cost of operation is largely to frighten the public and is without support in fact.

As to the remaining 35,905 trains, whose speed averaged less than ten miles per hour; it is worth while to note that the trains averaged, making a trip of but 101.57 miles, and averaged a consumption of 12 hours and 16 minutes. This is forcefully suggestive of the fact that on the short runs where the men might be gotten over the road without excessive hours, the railroads have resorted to heavy tonnage and way switching, as they could impose a greater amount of this on the shorter runs without encroaching upon the hours of service law.

In addition to the facts here disclosed, many railroads have already granted a 12½ miles per hour basis for computing the wages of their employees. These are among the prosperous railroads of the country. For convenience, we give a list of them on preceding page.

#### EIGHT HOURS FOR RAILWAY CREWS

By W. Jett Lauck

(Reprint from the *New Republic*, March 18, 1916.)

Mr. W. Jett Lauck, who is an expert upon questions of railway economy and operation, writing in the *New Republic*, gives some very interesting and conclusive facts concerning the demands of the trainmen for a shorter day. The following excerpts are given from the excellent article, which, but for lack of space, would be printed in full:

"The real problem in the present movement for an eight-hour day is . . . a practical one. It constitutes a threefold question: (1) from a technical standpoint can the railroads be operated on an eight-hour basis; (2) if that is possible, in view of the fact that the employees are requesting an eight-hour day with the present rates of pay for 10 hours, are the railroads financially able to comply with the request of the engine and train crews; and, (3) if the public approves of an eight-hour day for railroad transportation employees, and if its adoption by the railroads would add greatly to the financial burdens of the transportation industry, would this constitute a valid reason for expecting the public to authorize the carriers to advance their freight and passenger rates?

"From a technical standpoint the eight-hour day is practical because it already is in successful operation on a considerable proportion of the railways of the United States. Locomotive engineers now have an eight-hour day in through

freight service on 55 per cent and firemen on 20 per cent of the railroad mileage of the South. In the territory west of the Mississippi River, about 5 per cent of the total miles of road operated have an eight-hour day for engineers and 8 per cent have the same working day for firemen.

"Those roads which are now operated on a 10-hour basis will not find it necessary to change existing terminals in order to establish an eight-hour day. It is acknowledged by the employees that it would be impracticable to compel railroads to change their division points so that they would be 100 miles apart. Special provision is made in the first article of their requests that so long as the mileage of an engine crew is equivalent to or exceeds 12½ miles an hour, there will be no increased compensation to employees for overtime.

"In considering the cost of applying the eight-hour day on transportation systems where it is not already in operation, the significant point to bear in mind is that railroad transportation employees are, as a whole, pieceworkers. They are engaged in producing engine and train miles directly, and indirectly, ton and passenger miles. The movement of so many tons of freight or so many passengers a distance of 100 miles is the standard day's requirement as to output. With this explanation in mind, it is obvious that if transportation employees can maintain their present output of 100 train or locomotive miles in eight hours, or less, as is now the case in passenger service, the transition from a ten-hour to an eight-hour day would cost the railroad nothing. The men would still contribute as much as they do now to the movement of traffic, and rates of pay would remain the same.

"During the recent arbitration case between the Western railroads and their engineers and firemen, the railroads presented elaborate exhibits which showed that the average time of 78 per cent of through or irregular freight service on all railroads west of the Mississippi River in October, 1913, between terminals 112 miles apart, was eight hours and 24 minutes. The transportation employees, therefore, in almost four-fifths of the through or irregular freight service in the West, which constituted about three-fifths of all freight train mileage, do produce their 100 miles, the standard for a day's pay, within seven hours and 30 minutes. It would follow, according to these sworn statements of the railroads, that on slightly less than half of the freight traffic of the West the adoption of the eight-hour day would require no additional labor outlay. Additional outlay would probably be necessary for the adoption of an eight-

hour day on only one-fifth of the through freight service in the West. No overtime at an advance of 50 per cent over regular rates, however, would be paid, as the traffic would probably be sent over the heavy divisions in lighter trains at a speed of 12½ miles per hour. Under any change in operating conditions which might occur, the increase in the total payroll of the Western railroads would be very small.

"Approximately 70 per cent of the local freight traffic was handled in the West by engine and train crews which worked longer than eight hours each day. But local or way-freight train mileage in the West constitutes only about 12 per cent of total train mileage, and as only 70 per cent of this would be below the speed of 12½ miles an hour, the adoption of an eight-hour day in this class of service would not add greatly to labor cost. In mixed and miscellaneous freight traffic and in pusher and helper services, and in work-train service in the West, where hours are long among a large proportion of the employees, any increases in outlays for labor from the adoption of an eight-hour day would not be large, because they would be based on only 5 or 6 per cent of the total compensation to crews.

"In the case of yardmen, switchmen and hostlers, who have a definite working day of ten hours or more, it would be necessary to reduce the working day arbitrarily, and the railroads would face a theoretical decrease of from 10 to 20 per cent in hours of service. Manifestly, there would be no overtime penalty payments, however, for work necessary beyond eight hours a day would be done by additional shifts.

"In the East the proportion of freight trains which operate at a speed greater than ten miles an hour would be probably smaller, and in the South larger, than in the West. These illustrations from Western operating experiences may be said, therefore, to be representative of operating conditions in the country as a whole, and would indicate that the financial aspects of the request for an eight-hour day need not cause serious apprehension.

"The attitude of employees in requesting an eight-hour day is thoroughly consistent with their previous arguments for higher rates of pay. One of the fundamental claims advanced in the past for greater compensation has been that their output has constantly increased. To the extent to which the railroads may find it necessary to reduce train loads in order to maintain a speed of 12½ miles an hour, or an eight-hour day, it is now acknowledged that there may be a decline in train-mile earnings, and in the output of employees. There will be earnings remaining, however, arising from the in-

creased work and productivity of transportation employees in the past, sufficient to compensate the railroads fully for any difference in labor costs. Although employees have in recent years received some wage advances, they have by no means had a fair share in the revenue gains arising from their increased productivity. They have given to the railroads in increased work and productive efficiency, or in lower labor costs, more than they have received from the railroads. The movement for an eight-hour day is, therefore, a consistent request by transportation employees to share in past gains in productive efficiency for which they have not been remunerated—not so much to share in actual money as to gain in improved working conditions and general well-being."

#### THE STRIKE PROPHECY

Much of the literature emanating from the publicity departments of the railroads deals with the possibility of a general strike and the results likely to follow. A striking example is a statement by Mr. Slason Thompson, a very eminent railway statistician, as follows:

"As this is the first time all four have acted together, the officials have reversed the usual procedure of taking a 'strike vote' after their demands have been rejected in conference and are now taking it in advance, so that when they do go into conference they will be armed with authority from nearly 400,000 men to negotiate with that portentous strike weapon conspicuously on the table."

Mr. Borden D. Whiting, writing in the *Mediator* for March, talks a good deal about what "the rest of us" are going to do, and among other things, virtually decides, after showing how disastrous a strike would be, that there shall be no strike. Says Mr. Whiting:

"I repeat, there will be no prolonged general railway strike, for the rest of us could not survive it. The law of self-preservation would come into play, and if we had to become combatants in spite of ourselves, the rest of us would be stronger than the railway men and the railway owners together.

"I do not mean that anarchy would lift its head. The rest of us would act in our usual orderly fashion and under color of the law. Troops would have to be called out; order would be secured, strikers would lose their grip and would return to work, or new men would be brought in to operate as best they could the highly



complicated mechanism of our railway freight system."

From these two quotations and many others of like character, it will be observed that those who are conducting in one form and another the publicity campaign of the other side, are obsessed with the idea of a great railway strike, are even going so far as to determine what they are going to do with it. Going to call out the troops and employ strike-breakers. This is nonsense, and is exceedingly far-fetched.

Why this premature alarm? The justness of the demand of the employees has not yet been passed upon, and no man is strong save as his cause is just. The sensible thing for the "rest of us" to do is to admit that the demand of the employees is simple justice, a day like unto the day of other laboring men. And while it means better working conditions and better pay for those trainmen who are subjected to long hours and low mileage basis, it ultimately means better service for the "rest of us," and certainly cannot mean irreparable harm for the railroads.

The sensible thing, the expedient thing, the just thing to do is to grant the demands of the employees.

#### CHIEFS UNJUSTLY CRITICIZED—EIGHT-HOUR MOVEMENT IS GENUINE.

"*American Justice*" is the name of a monthly published in St. Louis, Mo. In everything this periodical goes about it is like the horse that had but one gait, which was "running away."

On the outside cover of the issue for April, in heavy type and red ink, appears a heading: "Chiefs of the Railway Brotherhoods Continue to Deceive the Public." Following this heading is a vehement article, the burden of which is that the chiefs are leading the railway employees to destruction in their present effort to reduce the hours of labor to the standard which is recognized in the other important employments of the country.

Apparently there is little hope that the article will influence the public very greatly, but hidden away in its makeup there is a disingenuous effort to array the non-train service employees against us and to spread disaffection and rebellion in our own ranks. As illustrative of the

contents of the entire publication, we quote the following:

"If the Brotherhood chiefs imagined that public sentiment would back them in their demand for higher wages at this time they certainly see their error now. If they do not see it, it is because they do not want to. If they refuse to see it and stubbornly persist in pushing ahead to destruction, should not the responsible men of the rank and file notify them that the place to switch has been reached, that the time to head in has arrived? Public sentiment is not with them in the fight. It will not be with them. Without it their chance of winning is so slight that it is not worth mentioning. The more than 1,000,000 railroad workers outside the Brotherhoods are not for them in their demands."

The above quotation is just a sample. There is a whole page of it—a large page of it. But seemingly after it was about over the writer became impressed with an idea that there ought to be some excuse for this outburst, and at the bottom of the page, the last of the article, except a mere profession of faith, is the following:

"Our country faces war from without. Patriotism demands that it be given no trouble from within. Among ourselves peace should and must prevail. At a crisis like this none but enemies will cause internal strife."

On page 1 there is an article under the heading, "Mexico, then Japan," which gets pretty near to the flash of swords and the roar of cannon. It tells us that:

"Before we finish with Mexico we are going to have trouble with Japan. Tom Millard, a St. Louis boy, thinks so, and our opinion of his opinion is so good that we would rather have it upon any matter relative to the Japanese and their designs than the opinion of Mr. Wilson and all the members of his cabinet upon the same matter."

The above quotation should give the reader a fair idea of what the opinions of *American Justice* are really worth. It sets up the opinion of a St. Louis boy above that of the President and his cabinet upon an important state matter.

But enough of this. There is an appeal from "Philip drunk to Philip sober." Apparently this fevered state of mind did not obtain throughout the entire month, and in the more reflective, and saner moments of his life, the writer gives expression to a more sober judg-

ment. We refer now to language that occurs on page 3 of the April issue, as follows:

"One thousand, two hundred and ninety-six dollars as an average yearly wage of any class is very high, but high as it is, these men apparently see a chance to make the railroads and the people stand and deliver an additional sum that it is calculated will amount to the enormous total of \$100,000,000 a year. Of course, somebody will have to pay this sum. It will be forced on the railroads, at first, and will tend to throw all railroad finance out of adjustment with a great difficulty of readjustment in this instance, for all kinds of federal and state laws and commissions are now in existence to embarrass the railways in any attempt they may make to pass the charge on to the consumer. To that point it must finally be passed, for that is the one great inevitable law of all trade and commerce."

Note carefully that every declaration is in the future tense, every assertion is "will," not "would." Undoubtedly this was an unconscious slip of the mind. If the writer had not known that the employees are going to succeed, have already succeeded, so far as the public judgment is concerned, in the establishment of a reasonable period of labor, an eight-hour day, like that of other laborers, he would have said "Somebody WOULD have to pay this sum;" "It would" be forced on the railroads, etc.; but no, "It will." He thinks we are surely going to get it.

So far we have noticed contents of the publication merely as a biased expression upon the question at issue. There is another side; that is, an unequivocal effort to spread distrust among the trainmen with respect to their executive officers. This is utterly unjust and does not coincide with the name of the publication—*American Justice*.

This movement for a reasonable work day is not the work of the chief executives; it is the movement of the rank and file themselves. It has been discussed for years at their meetings and in their journals. It has been considered by their conventions in some form or other for at least ten years.

It has been made a part of the request in the various wage negotiations upon most of the railroads of the country. But heretofore it has been placed side by side with requests for an increase in wages,

and usually has been avoided by a grant of increased pay. This time it is made the only question at issue. The Grand Chief of the Brotherhood of Locomotive Engineers was ordered by the last convention to put the movement into effect. If the man to whom *American Justice* refers as "Stone" had vacated the office, his successor would have been bound by the action just as he is bound.

In addition to the action of the convention, the question has been submitted by ballot to each individual member, and they have ratified the action of the convention. Every enemy of our cause might be much happier now if they could only believe their assertion to be true that this is a movement of the four chiefs and that they are deceiving their members.

These men are hated by such publications as *American Justice* wholly and solely, and for no other reason, than for the good they have brought to the men for whom they act. The loud denunciations of even *American Justice* should be stilled if only it would take the time to consider the good that has been brought to the men composing the Railway Brotherhoods, and indirectly, to the country at large.

Whence came this great army of industrial laborers? But yesterday they were boys upon American farms. They came to the city, not at the instance of the organizations, but of the railroads. The railroads want them and employ them because they expect to derive a profit from their labor. Their employment brings them into contact with the vices of the cities at a period of life when such environment imperils them most.

Here the Organizations throw their moralizing and strengthening influence around them. By the efforts of other men who have preceded them they are enabled to draw a decent wage, a wage that by rigid economy enables the trainman to secure decent lodging, to wear respectable clothes and to move in respectable society. He is encouraged to be honest, sober and upright. And, above all else, he is taught that his own good and the good of the Organization demands that he discharge his duty faithfully and efficiently.

Seldom is it mentioned, but the marvel-

ous efficiency of the American railroad men is due to in large measure to the educational and moral influence of the Railway Brotherhoods. Much of this is the result of the personal efforts of the present four chief executives.

THE PUBLIC ARE WITH US IN DEMAND FOR  
SHORTER DAY

Press of The Nation Speaks Out

The requests that the workmen now make are extremely reasonable. Let the railroads set a good example by granting these requests, without a fight that will irritate the public and create bad feeling. The men demand AN EIGHT-HOUR DAY. They ought to have it, *they will have it*, for it is nothing more than justice. — *New York Journal*.

We think that eight hours is long enough to work—that the short day is the most profitable day for both employers and employees. It is the work-day made obligatory by law for all Government employees, and in many States for workers in certain industries, for woman wage-earners and for state employees. It is also the length of day recognized by thousands of private manufacturing and trading concerns. For national reasons the railroad employees should have an eight-hour day. — *New York American*.

In the matter at issue as it has shaped itself the *Examiner* believes that the railroad men are entirely right. What they are demanding in its essentials is an EIGHT-HOUR DAY. They now have a ten-hour day and the eight-hour day is only a legitimate demand for the recognition of the standard hours of labor. This demand should be conceded by the railroads. — *Chicago Examiner*.

The railroads stoutly assert that they already pay the highest possible wages, and so maintain the best possible standard of citizenship.

The one weakness in this reply is that it is not true. The average daily wage paid railroad workers is \$16.06 to general officers; \$2.54 to general office clerks; \$2.33 to station agents; \$1.98 to other station men; \$5.24 to engineers; \$3.22 to firemen; \$4.47 to conductors; \$3.09 to trainmen; \$3.26 to machinists; \$2.66 to carpenters; \$2.36 to shopmen; \$1.59 to

trackmen; \$1.71 to switchtenders and watchmen; \$2.56 to telegraph operators and dispatchers. These are official statistics. They speak for themselves. And they surely do not tell any story of high wages or of men earning enough to keep and educate their families to be first class citizens. — *San Francisco Examiner*.

The railroad managers SAY they have decided to resist the demand of their employees and sustain a great and widespread strike. The *Georgian* earnestly hopes that the railroad managers will not do any such thing. A strike now would paralyze the business of the whole nation, just when business is beginning to get firmly upon its feet. And there need be no strike if the railroad managers WILL DO THE RIGHT THING. The workingmen are entirely right. They are demanding only an eight-hour day, and they OUGHT TO HAVE AN EIGHT-HOUR DAY. — *Atlanta Georgian*.

The employees are not the only ones to benefit by the change to an eight-hour day. All over the country merchants are complaining of delays to their shipments. Goods ordered, expected and badly needed, are, upon investigation, found days behind their schedule on account of overloaded engines and overworked employees. The wise merchant will be a booster for the eight-hour day if you will help us to educate him to know the truth. — *The American Railway Employees' Journal*.

The shorter working day cannot be stopped. It is going to come, because men are going to find out that it is one chief form of national preparedness. Employers themselves are going to realize that their workers are their best resource and that to degrade them by over-long hours is waste and loss. — *The Oregon Journal*.

The situation is not as serious today as it would have been several years ago, for the very good reason that the men at the head of these railroad organizations are thinkers and are not liable to break off negotiations abruptly, unless the railroads show absolutely no disposition to consider the demands. — *Toledo Times*.

# THE JOURNAL

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## Trainmen Do Not Falter

Bulwer said: "The brave man wants no charms to encourage him to duty, and the good man scorns all warnings that would deter him from doing it." Life in the transportation department of the railroads is similar in training to that of the soldier. If he fulfills the requirements of the exacting service he must assume the responsibilities that go with it, and learn that his duty is to carry on promptly and faithfully the business of transportation, and that because it storms or the fog is too dense to see or hear, he cannot maintain his reputation and fail in performing the duty, whatever the conditions.

That the duties are dangerous is evidenced by the fact that in February there were twenty-two members of the Brotherhood of Locomotive Engineers who lost their lives in the performance of their duties, and while this possibility is always before them, few, if any, will be found who will not face whatever duty devolves

upon them in getting the train to its destination. He has schooled himself during all his years of service to do the things expected of him, and stand at his post of duty, even with his life at stake. If there is an accident, whether he loses his life or not, censure is too often the tax he must pay to the public for being in its service, even indirectly; but as they are faithful, and many times unto death, we feel that the following from the *Wheeling Telegraph* is a just tribute to the men who perform the dangerous duties in transportation service, and is so unusual as to be highly appreciated. The article reads as follows:

## "AMERICA'S ARMY OF RAILROAD HEROES

The season of fogs is here. The gray mantle of mist settles over the earth and the most of us dash gaily through it as we would through a thick falling snow.

But there are many of us to whom there is no joy in a fog—nothing but tense nerves, hearts a-quiver, danger, death.

Fog is the greatest terror of railroad men, the 1,000,000 railroad trainmen in America. While a fog lasts a railroad trainman knows not what minute he will be plunging into an accident.

No light will shine through its density.

No signal can be seen till the railroad man is upon it.

Trains go blind, but they must go. It is like a leap into the Great Unseen—you know not what is before you, life or death.

But we have never heard of a railroad man who faltered. The soldier SEES the cannon's mouth. The railroad man SEES NOTHING—but he expects everything.

No army on the crimson battlefields of Europe is more heroic than America's army of railroad train heroes, 100,000,000 strong!"

We believe that this sentiment would be more prevalent if more people were familiar with the arduous and dangerous duties that make up the lives of men in transportation service, and that they would concede that the eight-hour day and other conditions which have for their purpose the prevention of long, tedious hours, with the attending physical and mental distress, are justified.

### Eight-Hour Day in Railway Service

The *Boston Journal* says editorially that there are no arguments left against the eight-hour day in any industry except railroading, and intimates that the reduction of the eight-hour day in the most complicated of industries is not an impossibility, and that its acceptance would have a far-reaching effect on all industries by making the struggle for a universal eight-hour day much easier, and intimates that if the proposition enlists the aid of every union in the country it would be effective.

There is a large factor of the public who recognize the justice of eight hours for work, eight hours for sleep and eight hours free time. It means the intellectual and moral upbuilding of American citizenship, and a long step in the direction of preparedness, for man must have time to think and opportunity to feel the benefits of his liberties if he is to make the element of best defense.

The eight-hour day principle can be effectively applied in railroad service, but the day must be completed, whatever the needs create for it, and when more than eight hours are required to complete the trip, taking the train to the terminal would be the overtime, which might come oftener than in other lines of work; but while overtime is being earned, profits are being earned in a larger ratio than in other lines of work. With the power always in order, the time of trains can be shortened, overtime evaded, and to the advantage of the companies, and very much to the advantage of the shipper.

### Medals for Long Service

The Southern Railway announces that a medal is to be given to employees more than 25 years in continuous service with that company, and the statement is made that there are 34 who have exceeded 50 years' service, and who have proven their loyalty and fitness in the hard school of experience, and by the survival of strict discipline.

This recognition of their long service and honorable record is exceedingly commendable, and they will be justly proud of the medal, wear it and hand it down as

an heirloom to their families; thousands of others who have served with like honor on other roads are being honored with pensions, while other thousands are following their footsteps, giving service that has no penny thought in it, but the best that is in them, and worthy of sufficient tribute as they render the service, to put want out of reach and preserve the physical and mental qualities requisite for such long and valuable service, and the eight-hour day is the momentous feature of that preservation.

### Reward for Service

President Howard Elliot, of the N. Y., N. H. & H. Ry. says:

"You should not let the penny of error in the railway life of the country blind you to the dollar of accomplishment, without which the nation would not be what it is."

Organized labor in railway service has been at work for the past 50 years correcting the penny of error. They have worked for moral uplift, better men to serve, and believe they should get credit for their dollar of accomplishment in shorter hours and better conditions of service.

### American Patriots on the New Haven Ry.

The District Court of Fall River, Mass., seems to have given some knock-out drops to Prof. Elliot's theory that the strikebreaker is the highest type of American manhood, when the New Haven Railroad Company entered complaint against their strikebreaking freight handlers, charging its "free and independent citizens" with stealing everything they could get their hands on," Judge Hanify rebuked the railroad company for its policy, and declared that "when men are imported as strikebreakers, the company should see that they come with clean hands."

This unlooked-for turn of affairs evidently took some of the brass buttons off the "free and independent citizens" and brought a promise from the company to submit the complaints of the strikers to arbitration within two weeks, and they

went back to work. The men struck for an increase and a supper hour.

"Come and let us reason together" would save very many such difficulties as this, and all parties would feel better over the result.

### Honesty of the Trade Movement

One only needs to understand the great principles for which trade unionism has always stood, and viewed in the light of what it advocates and stands for, to feel that the honesty of the democracy of the trades union movement is not open to question. It is, and always has been, a leader in the great battle for equity, liberty, and real reform.

### Increased Efficiency

Increased railway efficiency in the United States appears in the greater amount of freight that each train hauls. In 1894 the average trainload of freight was only 180 tons; in 1914 it was 452 tons. Handling the freight traffic of 1914 with the average train of 1894 would have meant running 1,600,000,000 train miles instead of 638,000,000. — *United Yardmasters' Journal*.

### Must Check Immigration

Prof. E. A. Rose, University of Wisconsin, in a speech in Milwaukee, said:

"The situation which formerly brought aliens to this country—the quest of religious and political liberty—has mostly disappeared, and the flow of immigrants has become largely a purely economic phenomena. Those who come to America without their families and return after they have enjoyed for a time the high wages of the American labor market are continually increasing, and great influx of immigrants from southern Europe, with their standards of lower living than those who formerly constituted the bulk of immigrants to this country, have caused acute industrial, social and political problems, particularly in American cities. The influence of immigrants, as a whole, in recent years, has been to delay the advance toward the best things of public life, and in politics has given the bosses an opportunity to intrench. Whatever it may

have been in the past, immigration has grown to be a problem affecting the very soul and perpetuity of the American people. No other problem before us compares with this problem.

"Since the beginning of the century, immigrants have been coming at the average rate of 1,000,000 a year, and at least 10,000,000 of them have remained. The sources of immigration have greatly changed in the course of 25 years. Formerly the bulk of the immigrants that came from the British, Scandinavian and Germanic countries possessed much of the background we possess and blended readily with one another and with the native Americans.

"The sources have shifted eastward until Constantinople has been about the center of the field supplying immigrants.

"The only two ways to restrict immigration are by numerical restriction, or by the literacy test."

### Report of Committee on Industrial Relations

Whether or not the truth about industrial conditions in America is to be suppressed depends now on the United States Senate.

The fate of the resolution ordering the printing of 100,000 copies of the final report of the Commission on Industrial Relations and 10,000 copies of the testimony now hangs in the balance.

Unless an aggressive fight is made, it will be defeated by a handful of reactionary Senators, led by Hoke Smith, of Georgia. They will accomplish this by taking advantage of senatorial red tape and particularly of the vicious system known as "senatorial courtesy" by which one Senator can often block action.

Whether or not the interests that want the report suppressed succeed will depend largely on the pressure brought to bear on the Senate by those who want the facts about American industrial conditions known.

An aggressive demand for action will cut through all the red tape and win speedy favorable action on the resolution to print the report.

Write your Senator today!

COMMITTEE ON INDUSTRIAL RELATIONS,  
Digitized by Washington, D. C.

### Eight-Hour Union Meetings

The favorable public sentiment as expressed at the several public meetings that have been recently held are very gratifying, and bears evidence that if the proposition were generally better understood the great body of the public would undoubtedly endorse the eight-hour movement as being eminently just, and when the public thinks it right it will be adopted.

### Sherman, Texas

A large gathering in Sherman, Texas, had Bro. J. P. Whiting presiding, and the speakers were leading men in that section.

Judge Hassell closed his address by stating that he thought the demands were reasonable because everyone else had a working day of eight hours.

C. F. Goodrich, editor *Texas Railroad Journal*, closed his remarks by quoting figures showing that the salaries of rail officials in Texas had been raised from 25 to 644 per cent, and that there was a sentiment beyond money in the proposition.

Hon. J. B. Adams, member of the State Legislature, and candidate for Congress, said: "The demands of the men were just and right, and if applied it would be found more economical and just to all concerned."

Col. C. B. Randall, former Congressman said: "The universal practice in Government service was an eight-hour day, and that railroad men performing much more dangerous and exhaustive work should not be compelled to work 16 hours a day."

Dr. T. A. Wharton said: "The railroad managers' argument against the men's proposal was on the basis of dollars and cents, which in his opinion ought not to count for an instant where the betterment of the men was in question."

Rev. G. F. Guthrell agreed with others that the demands of the men might be met by the companies without entailing any hardship.

C. R. Crenshaw heartily endorsed the men's contentions, both as a matter of right, justice, and as a factor of efficiency in the long run.

### Crestline, Ohio

Of this meeting the *Crestline Advocate* says: Two meetings were held in the interest of the eight-hour day, and the two sessions were in every way such as the railroad men have good reason to be proud.

R. B. Ackerman, State Legislative Representative of the B. of L. F. & E., was the chairman of both sessions and proved to be the right man for the place.

Rev. L. C. Hessert, pastor of the Reform church, opened the afternoon meeting with prayer.

The welcome address was made by C. E. DeWald on behalf of the Crestline Commercial Club.

Governor Willis was the guest of honor, and on being introduced said.

"I am proud to have a part in this meeting; any movement which makes provision for a little time each day for a man to develop himself and give a little time to his family deserves the support of everyone."

"I am tremendously interested in this movement.

"The man who toils will do more work and better work in eight hours than in 14. It will mean greater ability, greater energy and greater enthusiasm for his work.

"I am glad this has been made a public meeting, because the traveling public has some rights and some interest in the matter. I don't want to ride on a railroad train with an engineer at the throttle who has been on duty 12 or 14 or 16 hours.

"In the railroad world it would seem that every possible precaution has been taken to eliminate accidents. Yet figures show that in the last year the total number of casualties on railroads was 202,964. Of these, only 10,302 however, were fatal; 192,000 sustained only comparatively minor injuries. Of this total number of killed and injured 409 railroad employees were killed and 113,000 injured. These figures seem staggering, yet when we realize that the total number of passengers carried by the railroads in the United States during the past year was 1,053,000,000, or that the number of passengers carried one mile in that year was 35,258,000,000, it can be seen that the percentage of accidents is

exceedingly small. As a matter of fact, there is more reason for taking out an accident insurance policy when we get off a train than when we get on. For example, in the State of Ohio during the year 1915 something over 39,000,000 were carried by the railroads of the state. Of this number only seven lost their lives. In other words, but one passenger out of every five and one-half millions was killed.

"Cold figures show that there is more danger walking the street pursuing the ordinary vocations of life than there is in riding on a railway train. I notice a statement recently issued by one of our railway systems in which the fact was brought out that that company was operating something more than 25,000 miles of tracks and that it had carried in round numbers the preceding year 350,000,000 passengers and that not a single one of those passengers lost his life by reason of accident. That is to say, through night and day, through storm and fair, this railway had propelled 2,500,000 passenger trains, and even a larger number of freight trains, and not even a single man, woman or child who had intrusted his or her life in the keeping of that railroad had been killed by a railroad accident. These figures show beyond question that this country stands well up in the lead in the efforts it is making through its railroad systems' organizations of railroad men to protect the lives of the traveling public.

"You men are engaged in a calling which represents perhaps the greatest single industrial element in the United States. The various railroad companies of this country own property worth \$17,000,000,000. They operate more than a quarter of a million miles of track, carry in a year, as I have stated and employ 1,700,000 men. This is a wonderful system and it is an honor to be a part of it. The marvelous record that is made in protecting the lives of the traveling public is due not only to good equipment, solid roadbeds, strong bridges and everything that the owners of the roads can do to provide the necessary machinery for the transmission of passengers, but more important than all

of these, it depends upon the fellows who actually have charge of the equipment and do the work. Facilities for travel and protection of life have been so improved that one now gets on a train with a feeling of confidence and satisfaction. He can lie down to sleep feeling as secure and safe from harm as if he were reposing in his own home. Steel cars, steel rails, secure foundations and elaborate engineering work play their full part in the safety of the public. Let us not forget the men who have actual charge of the train in whose hands rest the lives of the uncounted millions hurrying through the night to their several destinations.

"The train dispatcher at his desk has his part to play. We ride in confidence and security upon the great annihilators of space, not only because there is good equipment, but because we know that a man of courage and character is holding the throttle of the engine, guiding the movement of the train, and is ever watchful for any sudden danger that might arise; because a man with unfailing eye and clear brain is both receiving and giving the orders under which the train is operating; because some strong-hearted, broad-shouldered man is shoveling the coal into the firebox, feeding the engine, watching the steam gauge and noting every indication of the engine; because some man of clear brain and courageous stands ready at any instant should any unexpected danger arise to apply the air, lock the wheels and stop the movement of the train. So the boys who go down along the track with pick and shovel, driving the spikes and placing ties and treating rails have their part to perform. The traveling public owes to all who have to do with the upkeep of railroads and the moving of trains a debt of gratitude for the courageous, conscientious and faithful performance of duty. A single unfaithful employee in any department, a slight carelessness might result in serious accident, yet the trustworthiness, courage and constant attention in the duty of the railway boys is shown in the fact that only one man out of every five and one-half million who travel by rail is killed



or seriously injured in railroad accidents.

"I believe that organizations such as are here represented have done much to promote efficiency so well known among railroad men of the country. They have also done much to promote the growing tendency in recent years toward a better understanding between employer and employee. Both employers and employees are coming to learn that their interests are one. Most can be obtained by a spirit of co-operation, not one of antagonism. Each is coming to understand that when they have differences it is better to sit down as men and talk it over and attempt to arrive at a just and reasonable basis of settlement rather than to engage in an industrial struggle, which is bound to be detrimental to everybody involved. Both employers and employees are engaged in the operation and maintenance of the great railroad system of this country from which each secures an income the destruction of which would bring disaster to both. Your organizations are most commendable and of great value to the public, not only because they have promoted this better feeling, but also because they have greatly contributed to the efficiency of the railroads.

"Your organizations have enabled you to make yourselves more efficient by the interchange of ideas growing out of your experience and observation, and it has enabled you to secure larger recognition as to better wages and shorter hours of service. This is beneficial not only to the railway men themselves, but in the long run to the railway companies and to the public. The great organizations of railway men in this country have done much to promote legislation, both state and national, having for its purpose the protection of life and limb, not only of the traveling public, but also of the employees. We have a branch of the state government whose business it is to inspect railroads and railroad equipment. They inspect tracks and roadways, boilers and engines, cars and couplers, bridges and equipment of every kind. The purpose of this department is to assist you men and assist those who own and control the railroads and bring the service to the highest possible point of excellence and safety.

It should be a source of general gratification that we have in this department men who are recognized as practical railroad men. These men hold their positions because of their efficiency in the branch of the service in which they have been engaged. One of these inspectors was formerly a conductor, two were brakemen, two were firemen, one was an engineer, one a train dispatcher and one a member of the Ohio Federation of Labor who was especially familiar with the railroad business. Every one of those inspectors is not only a practical railroad man, but he is a member of some of the numerous organizations of railroad men, and is in good standing in the organization to which he belongs. Under the leadership of these experienced men, this department of the state government is doing splendid service in the protection of life and limb and in the upbuilding of the transportation service. It is desired that in this department there should be the highest degree of efficiency and the most cordial co-operation between its inspectors and the organizations of railway men, here so largely represented.

"Your great organizations here so well represented have done much not only in promoting of fraternal spirit, securing desired recognition in your efforts for improvement of conditions, encouraging legislation having for its purpose the protection of life and limb and advancement of the general interests of your membership, but you have rendered a service to the state and nation by your courage and attention to duty. In co-operation with the railroad companies you have developed in the United States the greatest transportation system in the world. More than 110,000 employees are operating in Ohio a system of railroads unexcelled for efficiency anywhere in the world; through storm and night with sleepless vigilance you carry life and property in comparative safety; when danger unexpected rears its head the railroad boys are ready, clear-eyed and courageous, to give their lives, if necessary, to protect those under their care. Such men and their organizations deserve the support and confidence of the public."

The evening session was opened with prayer by Rev. J. R. Waechter, pastor of

St. John's church. A male quartette rendered very acceptable selections during the meeting, and speeches were made during the two meetings by A. W. Lovell, vice president of the B. of L. F. & E.; Hon. S. J. Black, state representative; S. S. Stilwell, inspector Ohio Public Utilities; Rev. C. D. Cassel, of the M. E. church, on behalf of the ministerial association; C. R. Carlton, B. of R. T.; O. Irvin, O. R. C.; D. D. Miller, B. of L. F. & E.; H. M. Evans, Inspector Utilities Commission; H. B. George, Inspector Utilities Commission; and Gen. Jacob S. Coxey, of Coxey Army fame.

The railroad men interested in the eight-hour movement are very grateful for the support of the people and have asked the *Advocate* to express their thanks to every one who put forth any effort to make the meeting a success.

### Rochester, New York

As reported in the Beaver Labor News

Promptly at 2:15 o'clock Sunday afternoon, March 26, at the Majestic Theater, Rochester, was called to order a mass meeting of the public to hear the employees' side of the move among the four Brotherhoods of railway employees—Locomotive Engineers, Railway Conductors, Locomotive Firemen and Enginemen, and Railway Trainmen—in support of their contention for an eight-hour day and time and one-half for overtime. It was truly a cosmopolitan gathering, representing every walk of life, from the worker to the retired man of affairs, with a considerable sprinkling of the political side of life.

"The meeting was called to order by G. A. Howe, chairman of the committee of arrangements, who, in a general way, gave an outline of the purpose of the meeting. He then called on the Rev. J. K. Pollock, of Rochester, to pronounce the invocation and invoke divine blessing on the meeting.

"Burgess Chas. E. Coleman, of Rochester, voiced a hearty welcome to the railroad men, and expressed his appreciation at seeing them in so united a stand, and wished them success.

"The chairman then introduced Wm. G. Lee, President of the Brotherhood of

Railroad Trainmen, who opened his remarks by stating in a humorous way that he did not expect them to put the brakemen's representative at the head of the train, but would be content to take the drag up the hills and leave the bouquets to the other speakers.

"He spoke in a general way of the fatality in the transportation department of the railways, stating that a man was killed every seven hours and one injured every three minutes; telling about conditions before the organization of the Brotherhoods and of the wages paid and hours worked. He spoke on the organization of the Locomotive Engineers in 1864, then of the Conductors ten years later; of the Firemen in 1873, and lastly of the Trainmen in 1883, which now has a membership of 135,000 members in the United States and Canada.

"The speaker told of the conductors in transportation departments who are working ten hours a day at \$4.00, or four cents a mile, and have been working at this rate for a quarter of a century. The brakemen on trains receive but \$2.67 per day. His remarks were very pointed on the matter of the shorter workday, which means 100 miles or less, eight hours or less shall constitute a day's pay, instead of 100 miles or less, 10 hours or less as at present. It means that the trains when made up will have to be made to conform to the running schedule and not as at present, which, he remarked, were so overloaded and long that telephones will hardly reach between the engineer and trainmen. The railroads, he maintained, were misrepresenting the increase in cost to the public, stating that it will cost \$100,000,000 a year more under the conditions. The speaker claimed it would not be over one-fourth that amount, and that would be almost entirely confined to yard service, which would be increased 25 per cent. He said that on this point "figures would not lie, but liars would figure," and that already according to investigations 78 per cent of the Western roads were operating on the basis of the present demand.

"The passenger service is not included these demands, because their schedules are already on an eight-hour basis; their

runs being 155 miles or less at 20 miles an hour, or eight hours.

"He spoke of the 16-hour law and stated that according to statistics there had been 29,000 violations of this law in one year and that men had been known to have had to work as long as eighteen, twenty and on up to sixty hours at one time.

"Grand Chief Warren S. Stone, of the Brotherhood of Locomotive Engineers, was the next speaker.

"In his opening remarks he dispelled the views held by some that a man at the head of an organization could call strikes. He told his hearers in no uncertain manner that it was up to the workers whether strikes were ordered or not, as a referendum vote was absolutely essential in such cases.

"Speaking of the transportation service and tonnage miles, he humorously referred to the 'coldness between the engineers and conductors,' due to the distance between the engine and caboose of present-day trains. He contended that it was his delight and the result of years of work to see them now shoulder to shoulder in this movement and said while it took the vote of 360,000 men in these organizations to agree on a probable issue, there was a body of twelve capitalists dominating the policy of the railroads of this country.

"On the subject of the 16-hour law, the speaker said he had worked hard to secure its passage and thought at the time that it would benefit the workers; but after it had been enacted into law the railroads seemed to think that it was their duty to keep all the men working 16 hours a day.

"He dwelt on the care of a locomotive and of how they tried to save them, but he said they have no compassion on the man who drives one. The average life of a railroad man in the service, he claimed, was eleven years and seven days. That insurance in the Brotherhood was compulsory in order to take care of the human wrecks the railroads annually throw on the scrap heap; that after a man is 45 years old, if he should make a mistake and lose his position, he need not apply elsewhere on the railroad for a job, he cannot get it.

"The uncertainty of railroad life was

dwelt on at length, Mr. Stone stating that last year 235 men, in the prime of life, made their final run, and that in the last ten years he had seen paid out in death benefits and to cripples the munificent sum of \$10,000,000.

"Mr. Stone was both entertaining and humorous in his remarks, and in telling of what is termed a good job—the steady ones—he said that in many instances the men left home before daylight and returned after dark, and that these men had no time among their families. He cited an instance of this kind in which a railroader's little girl asked her mother one day: "Who is that man who takes his meals here regularly?" hardly knowing she had a father. He said the railroad employees had no time to take any interest in civic affairs, and that a remedy in this matter could be found at the polls.

"In closing his remarks he stated that the railroads, even at this late day, would break down organization if it were in their power.

"State Senator Wm. J. Burke was present and was called upon by the chairman. Mr. Burke expressed his sympathy in the demands of the workers and gave several instances of personal knowledge in which the railroads in the past 20 years had added excess mileage at the same rate of wages as formerly.

"Senator Joseph H. Thompson addressed the gathering and expressed his approval of the demands of the workers. He told them they had the power and it was their own fault if they didn't get what they wanted.

"Chairman Howe addressed the meeting and thanked the management of the Majestic Theater for their generosity, the other theaters who offered their services, and also the musicians for their assistance in entertaining the audience before the speaking.

"Rev. Dr. J. H. Bausman, the final speaker of the day, was a true revelation. He said "the Sabbath was made for man, and not man for the Sabbath." He spoke of the humanity of the demands of the workers, and said that humanity was of paramount importance to the world.

"Dr. Bausman referred to an advertise-

ment he had seen in the morning papers, appealing to the workers to attend church. He expressed regret at the fact that the present-day workers had very little opportunity to attend church, being worked off his feet all the time and many of them seven days a week.

"He denied the fact that there had been a golden age, saying there had never been such an age, but that such an age he believed to be dawning, and that it remained for the workers to bring it to pass.

"At the close of his remarks Dr. Bausman pronounced the benediction, and one of the largest gatherings of the workers which it has ever been our privilege to be with dissembled through the various routes of traffic to their homes, much benefited through their contact with one another, and with an added determination to work all the harder to achieve the realization of their labors—an eight-hour day and time and one-half for overtime."

#### Fort Wayne, Ind.

A circuit union meeting of Divisions of the B. of L. E., in Indiana, pursuant to a call of the chairman, met in Ft. Wayne, Ind., March 26, at 10 o'clock, in the hall of Div. 125, and was called to order by John J. O'Ryan, Chief Engineer of Div. 12, who was elected chairman at the last meeting, which was held in Huntington, Ind. The minutes of the last meeting were read and approved.

Brother W. B. Prenter, First Grand Chief Engineer, being present, was called upon by Chairman O'Ryan, and in response gave a very interesting talk relative to the benefits to be derived from meetings of this character, gave them his hearty endorsement and urged better attendance at all meetings. On account of his official position he is in closer touch with the members than any other executive officer, and knows the benefits derived from being affiliated with the Brotherhood and recommended a closer relation between the different organizations in train service. He spoke at some length in regard to the eight-hour day and claimed about 96 per cent of the membership of railroad organizations voted in favor of the eight-hour day, and, in his opinion, the time had come to better our condition,

and as a proof he compared the wages paid and the hours of labor performed in other less hazardous occupations. He spoke at some length on the benefits and cost of indemnity insurance compared with old-line companies and advised the Brothers to carry protection against accidents. And in regard to protection for members, he scored the membership pretty severely for not availing themselves of the Pension Plan. He called our attention to all the publicity given the matter at several of the Conventions, also the arguments of members through the JOURNAL and literature sent out from the Grand Office, and in spite of all so few were availing themselves of the protection. He claimed no money could be invested that would show a better return for the money spent, and by his arguments showed the members present it was as much of an advantage or benefit to the young man as the old, and as proof wanted the members to review claims paid for the loss of eyes, limbs, etc. Furthermore, he said we had no assurance what age limit the next convention would put on admission to membership, and advised, in regard to the age limit expiring in June of this year, for members 50 years or more not to wait too long and then condemn the Brotherhood for not giving them protection. He gave statistics showing the membership increase and money paid out, also the increased financial condition of the Association, and advised members not to put off for tomorrow what they can and should do today. In conclusion, he thanked the members for giving him the opportunity of being with them and expressed regret at having to leave so quickly to fulfill another engagement.

After Mr. Prenter's talk, Chairman O'Ryan announced a recess and invited all present to partake of a luncheon which had been prepared by members of G. I. A. Div. 18, and judging by the eatables and the amount of them, the writer is of the opinion that some of the ladies had prepared lunches before the eight-hour day was considered, because there was plenty for all, whether you were called for a drag or pick-up local, and delicate enough for the man on the varnished car run. After lunch, while enjoying a smoke, it was nec-

essary to have several umbrellas raised to keep the cinders out of the eyes on account of some of the fast runs the Brothers were making; and on account of the speed demonstrated, Bro. O'Ryan, to avoid any accident, called the meeting to order and took up the matters as to where the next meeting would be held and it was unanimously decided that Division 840 should hold the next meeting on June 29, 1916, at Peru, Ind. Next in order was the selecting of a chairman and secretary for the meeting, and it was the consent of all present that Brother C. E. Rogers, C. E. of Division 840, act as chairman, and K. L. Dresser act as secretary.

Brother H. R. Karns, general chairman of the Pennsylvania Lines West, of Columbus, Ohio, being present, was called upon for a talk, and after discussing conditions generally, spoke at some length on the Chicago Joint Agreement and its effect on adjusting grievances satisfactorily to all concerned, and believed as long as it is in force it should be lived up to, and that it might be amended or modified so as to meet conditions and be more satisfactory generally; but as it is, it is an improvement over former conditions.

Brother O'Hara, local chairman of the Pennsylvania Lines West, gave a very interesting talk setting out some of the pleasant features encountered while serving as a member of the G. C. of A., especially in adjusting runs satisfactorily to all concerned.

Brother Flagle, of Div. 12, spoke in regard to Chicago joint agreement. Brother Rogers, of Div. 840, gave an interesting talk along the line of the way the men are handled, and Brother McNary spoke along the same lines and especially of the way the extra list is handled. Brother Pittman, of Div. 20, told of the way the wage situation was handled in Logansport. Bro. Jos. Studor, of Div. 537, told of the benefits to be derived from, and the reason why engineers should belong to the B. of L. E. Bro. Roy Jones, of Div. 12, spoke in regard to the Joint Protective Board.

A motion was made by Brother Rogers and seconded by Brother McNary, that a vote of thanks be extended to Div. 18, G. I. A., for the excellent luncheon they

served, and it was carried unanimously. Brother Rogers also spoke on the Pension Plan, after which our chairman, Brother O'Ryan, spoke on the good of the Order and how the Brotherhood had bettered conditions, which brought forth "ancient history" of railroading. Bro. Robt. Johns, of Div. 537, related some of his railroad experience in the years 1858 and 1859. Brother Bechtol, of Div. 12, told of his early experience. If it had not been that Bro. J. Cull, of Div. 221, and Brother McClure, of the same Division, who accompanied Brother Prenter, had to leave, we surely would have had some interesting recitals of early railroading—not that they are so old in years, but old in service. Brother Wyman, of Div. 221, being present, refrained from telling stories out of school. Brother Pittman, of Div. 20, and Brother Palmer, of Div. 840, told of the days when they were young. Brother Haley, of Div. 537, and Brother Cranston, of Div. 12, who were to recite a poem for the consideration of the visiting members and for the benefit of all, decided not to speak, and on account of their failure it gave Chairman O'Ryan an opportunity to thank all members present for any sacrifice they may have made to be present at the meeting, especially members of Div. 537, on account of the postponement of their regular meeting; also to all visiting members and members of Div. 12 who attended the meeting, and hoped they would all attend the next meeting at Peru, Ind., after which adjournment was in order.

JOHN J. O'RYAN, Chairman.

ROBERT E. KELLY, Secretary.

### The Traveling Engineers' Convention

EAST BUFFALO, N. Y., April 2, 1916.

EDITOR JOURNAL: The next annual convention of the Traveling Engineers' Association will be held at Chicago, Ill., September 5, 6, 7 and 8, current year.

Following please find list of subjects to be presented and discussed:

1. "What effect does the mechanical placing of fuel in fireboxes and lubricating of locomotives have on the cost of operation?"

2. "The advantages of the use of

superheaters, brick arches and other modern appliances on large engines, especially those of the mallet type."

3. "Difficulties accompanying the prevention of dense black smoke and its relation to cost of fuel and locomotive repairs."

4. "Recommended practice in the make-up and handling of modern freight trains, on both level and steep grades, to avoid damage to draft rigging."

5. "Assignment of power from the standpoints of efficient service and economy in fuel and maintenance."

Very truly yours,  
W. O. THOMPSON, Secretary.

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### LINKS

AT our meeting of Division 736, Wichita Falls, Texas, I brought up the question of engineers offering their services in old Mexico, and the Brothers were so enthusiastic over the proposition, that I made a motion that we send the Grand Chief a message, which we did, and I am mailing you under separate cover marked copies of our papers. I am sure people at a distance do not appreciate the serious situation confronting this nation at the present time, and I am anxious for our President to know that so far as the B. of L. E. is concerned, he may depend upon us in trying times like this

Yours fraternally,  
MYRON H. BARWISE.

MONDAY evening, March 27, Div. 283, Oakland, Cal., honored 5 of their members who received an honorary badge for 40 consecutive years' membership in the Brotherhood. The names of the Brothers honored were William Hatfield, who was retired on a pension by the Southern Pacific Company about two years ago; James Fowler, who retired from active service about six years ago; Thomas Cullen, C. H. Ball and W. J. Skinner are still in active service, working for the Southern Pacific Company. Brother Sanford, General Chairman of the G. C. of A. of the Southern Pacific system, acted as master of ceremonies, and with appropriate remarks presented the honorary badges, which was a sight not very often wit-

nessed, and am sure the lesson of loyalty to our Brotherhood, in seeing this honor bestowed upon these loyal and faithful Brothers, is one which will not be forgotten. After the ceremony of presenting the honorary badges a banquet was served, followed with a smoker. After the banquet and smoker reminiscences were indulged in by many of the retired Brothers, which impressed the younger members of the great changes in railroading in California in the past 40 years.

Yours fraternally,  
W. R. KING,  
Local Chairman Div. 283, B. of L. E.

BRO. JAMES PIERCE, 71 years old, member of Div. 145, N. Y., was in Cleveland week of March 20 to 25, with John A. Pattee and his company of old soldier fiddlers, and made a call on the Grand Office. The Old Soldier Fiddlers' Co. is composed of three Union and two Confederate soldiers. They are on the vaudeville stage playing and singing the old-time tunes and songs "back foh de wah," and they do it in a very interesting and pleasing way, Brother Pierce doing a dance stunt like a young man and not as one might imagine, like an old veteran of 71 years.

They say that the sole purpose of their lives is to make a living and make others happy, and they are succeeding. — EDITOR.

BRO. JESSE TRAYLOR, a member of Division 489, Covington, Ky., has been promoted to the position of traveling engineer, effective Feb. 15, 1916, with headquarters at Corbin, Ky. Brother Traylor has quite a large jurisdiction under his charge, namely the following divisions: Kentucky, Eastern Kentucky, Cumberland Valley, Knoxville, Atlanta and Lebanon branch of the Louisville division. Bro. Traylor commenced railroading by working in the machine shops in the year 1897, then on the road as fireman; was promoted to engineer in 1902; he ran on the Birmingham Mineral division in 1902 and 1903. Then transferred back to the Lebanon branch on account of reduction of force; and he fired in 1904 and 1905; was again promoted in 1906 and trans-



Bro. Jesse Traylor, Div. 489

ferred to Kentucky division: was appointed traveling engineer February 15, 1916.

The writer has known Brother Traylor for over ten years and can truthfully say he was always a staunch member of the B. of L. E., and we the members of Div. 489 all feel proud that the L. & N. management selected one of our members to fill this vacancy, as he was always very broad in his opinions and advice pertaining to the interests of the B. of L. E. and company as well. We firmly believe he not only now will give the company the best of satisfaction, but will also give the men under him no cause to complain. Therefore, we the members of Div. 489, 125 strong, all unite in wishing him the grandest success. Yours fraternally,

W. W. BREWER, Div. 489, Covington, Ky.

HONORING one of its members, the Brothers of Dominion Div. 469 met and presented Bro. William Gilchrist Dewar, the first salaried chairman of the Brotherhood of Locomotive Engineers on the Grand Trunk Railway system, with a handsome embossed address and a quartered oak revolving desk chair, and Mrs. Dewar was the recipient of a beautiful bouquet of carnations from the engineers of the Division. Mr. Dewar was one of the charter members of this Division.

The following is the address presented:

OTTAWA, Jan. 31, 1916.

To Wm. G. Dewar, Esq., General Chairman B. of L. E., Grand Trunk Railway System.

DEAR SIR AND BROTHER: Greetings—It is with something stronger than the usual sense of satisfaction that we greet you on this occasion which, as you know, is one of those periodical friendly functions when the throttle and steam gauge are forgotten and Terpsichore and tea cast their spell over all concerned.

As a time-honored member of Dominion Div. 469, you have shared in our troubles and trod the paths that lead to their solution, thus acquiring an insight into the inner workings of that widespread machine of which we form a part.

Now that the time has come for the exercise of higher duties, the domain of which extends throughout the Grand Trunk Railway system, we rejoice to know that your school of experience has been our school, that your judgment and discernment have been clarified in the crucible of Dominion Division and the hallmark of sterling worth stamped thereon by the bretheren within your jurisdiction.

We congratulate you most heartily on your selection as the General Chairman of the Brotherhood of Locomotive Engineers pertaining to the Grand Trunk Railway system, not because it carries with it the first monetary consideration attaching to the office, but because it imparts a lustre to the scroll of our Division's mem-



Bro. W. G. Dewar, Div. 469

bership of which your name has so long appeared.

As a more tangible token of our regard, we ask you to accept this mark of our appreciation and to your esteemed helpmate we tender this floral emblem entwined with many happy wishes, while to both we extend the hand of that goodly fellowship so intimately linked to Auld Lang Syne:

That your main line be all sunshine  
And the headlight always bright,  
That no hitches mark your switches  
Are our wishes here tonight.

Signed on behalf of Dominion Div. 469,  
B. of L. E. In S., T., J. AND M.,  
P. ROY, Chief Engineer.  
I. JOHNSON, Sec.-Treas.

BILL stops long enough to stake a tungsten mine of possible value. For eighteen years Bill Tipps has piloted his engine daily on the Denver, Boulder & Western through a cut just below Glacier lake, and saw nothing unusual in the scenery. As his passenger train slashed through the cut on the afternoon of March 28, a narrow black streak in the wall of rock caught his eye. He stopped the train, backed up to the narrow streak, climbed down from the cab and staked out what may prove to be one of the best tungsten mines in the Boulder district. After the engineer had set up his claim notices, he climbed back into his cab and brought his train into Boulder on time. — *Denver Post*.

Bro. Tipps is a member of Div. 186.  
Courtesy Bro. A. H. Scott.

THE county board of supervisors, Peoria, Ill., in their regular session adopted a resolution of thanks to Robert Orr, supervisor of Peoria county, in appreciation of his services.

Bro. R. M. Orr, S.-T. Div. 417, has been continually honored with political offices by his many friends, and now retires of his own accord.

The resolution presented by Supervisor John F. Lyle, and adopted upon a rising vote, is as follows:

*To the Honorable Chairman and Members  
of the Board of Supervisors:*

#### RESOLUTION

WHEREAS, The retirement of our esteemed fellow citizen, Robert Orr, from

the office of supervisor of the city of Peoria, presents a suitable opportunity for expressing the esteem in which we hold him as a faithful and courteous public servant; therefore, be it

*Resolved*, That the thanks of this meeting and the community are due to Mr. Orr, for the able and impartial manner in which he has uniformly performed his public duties, and that we sincerely regret his determination to retire from public life.

*Resolved*, That he carries with him, on leaving the position which he has so satisfactorily filled, the regard and good wishes of all who had occasion to transact official business with him.

*Resolved*, That his late associates in office regard his return to private life as a loss to them, while they sincerely hope that it will prove a gain to him, and trust that his future will be as bright and prosperous as he can anticipate or desire.

*Resolved*, That the secretary of this honorable body be requested to transmit to him the preamble and resolutions adopted on this occasion.

Signed JOHN F. LYLE,  
Member of the Board of Supervisors.  
March 15, 1916. — *Peoria Star*.

A very pleasant social evening was enjoyed March 26, when the St. Paul Divisions of the B. of L. E., assisted by the G. I. A., met at I. O. O. F. Hall on Payne avenue. Brother M. Maloney, of Division 150, was master of ceremonies, which added greatly to the success of the entertainment.

An excellent program was rendered, it being made more enjoyable as the participants were all members of engineers' families. The first number was a vocal solo by Mrs. H. Green, with Miss Green as accompanist. Miss Winifred Stockwell, the elocutionist, gave two well-delivered selections.

A song was then sung by little Miss Maher, accompanied by her sister Helen. Another highly appreciative number was rendered by the Griffin trio, the fourth presiding at the piano.

Miss Sue Howe delighted the audience with a vocal solo, followed by a fine piano selection given by her sister, Miss Marian. The rendition of each number was such as



to call forth an encore. Several of the Brothers and Sisters were called upon for remarks, after which light refreshments were served. All members were so well pleased that they favored holding another such entertainment in the near future.

GEORGE E. LOWE, Sec.

DIVISION 576, Hilliard, Wash., held their tenth annual ball on March 17. We broke away from our established rule this year and joined G. I. A. Div. 327, thus making it our first joint ball. The occasion was by far the most successful of its kind that we ever had, both socially and financially, and will no doubt be held jointly in the years to follow. I wish to make mention of the work done by the G. I. A. Committee, viz: Sisters Sherer, Pannon, Landis and Seavitte, for their untiring efforts to make our first joint ball a complete success.

Reimer's eight-piece orchestra of Spokane, Wash., furnished the music, and nearly 500 surely enjoyed themselves until the early hours of morn.

The writer has always been a strong advocate of joint meetings and I certainly believe the occasions of this nature will be of great benefit to the members of each Order.

For the co-operative work done by Brothers De Rush, Brown, Seavitte and Fisher, of Div. 576, I desire to make honorable mention.

Peace, harmony and co-operation being our watchword, we trust that many such joint meetings of this character may be held in the future, both here and elsewhere. Yours fraternally,

W. E. HAGGART, Div. 576.

ON March 24 a union meeting of the four organizations, under the auspices of the B. of R. T., was held at Fraternal Hall, Seattle, Wash., there being about 300 present.

We had the pleasure of having with us at this meeting Assistant Grand Chief M. E. Montgomery, and we had the benefit of his clear and logical opinion of the present situation, namely, the eight-hour day and time and half for overtime. All present were convinced that the

proposition as advanced by Brother Montgomery was fair and just.

Saturday, April 1, under the auspices of the Trainmen, a union meeting was held in the city of Tacoma in the Odd Fellows' Hall. The meeting was well attended.

Notices of the union meeting held in Foresters' Hall, 1923 First avenue, Seattle, Wash., at 7 o'clock p. m., on April 6, were sent out by the publicity committee. At the union meeting held on March 24 this committee, consisting of one member from each of the four organizations, was appointed. The writer was elected chairman of the committee. It was planned to make the meeting of April 6 the largest held on the Coast. Notices were sent and invitations extended to all of the local Divisions in the State of Washington and those in Portland, Oregon.

The chairman of the publicity committee has called upon the daily papers of Seattle to ascertain what their attitude would be in presenting the employees' side of the controversy, and he believes that they will deal fairly and justly with us. The chairman has also communicated with the Transportation Brotherhoods' publicity bureau requesting them to send sufficient numbers of their several different arguments which they have in reference to the issue.

It has been decided that the several organizations will stand their pro rata of expense, if any, which may be incurred by this committee.

Fraternally yours,

JAMES MCCABE,

Chairman Publicity Committee,

Member B. of L. E. Div. 798.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members should look out for someone who is receiving favors on a traveling card purporting to be from Div. 436, in the name of J. T. Wright. J. T. Wright or any other man who presents this card is not a member of the Organization. Have card taken up if possible and send to J. C. DeHoll, S.-T. Div. 436, 224 S. 61st St., Birmingham, Ala.

The address of Frank Rempe, scar on left side of face from ear to near mouth, mind affected by an injury in February, 1915, disappeared from El Paso, Texas, Oct. 20, 1915, and has not been heard from since. Kindly address Bro. A. A. Harvey, S.-T. Div. 91, 2311 Myrtle Ave., El Paso, Texas.

Wanted: To know the whereabouts of Al Davidson, when last heard from was running or firing on the Great Northern, at Wapeton, N. D., about 25 years ago. Last letters were postmarked Tinitah, Minn., and Evansville, Minn. His sister is anxious to hear from him. Kindly address C. P. Howard, 84 Cumberland St., Rochester, N. Y.

Wanted: To know the whereabouts of C. F. Charles, machinist, who worked in Fitzgerald shops during summer of 1913. Any information will be appreciated by W. H. Hodge, S.-T. Div. 706, 327 N. Lee St., Fitzgerald, Ga.

Anyone knowing the whereabouts of W. S. Oliver, trainman, who was working for the M. O. & G., out of Dinerson, Texas, when last heard from, will confer a favor by corresponding with his wife, or W. L. Heath, C. E. Div. 580, Commerce, Texas.

Anyone knowing the whereabouts of W. C. Briggs, member of Div. 187, who when last heard from, was in Galveston, Texas, will confer a favor by corresponding with D. Hartman, S.-T. Div. 187, 1935 Hurley Ave., Fort Worth, Texas.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich, April 7, heart failure, Bro. Geo. J. Leckie, member of Div. 1.

Rochester, N. Y., March 22, polar pneumonia, Bro. H. Curran, member of Div. 18.

Logansport, Ind., March 21, dropsy and heart failure, Bro. Joseph M. Green, member of Div. 20.

Memphis, Tenn., March 18, run over by motorcycle, Bro. B. E. Ament, member of Div. 23.

Walbridge, Ohio, March 21, leakage of heart, Bro. W. Matheny, member of Div. 34.

Clifton Forge, Va., March 26, pneumonia, Bro. C. H. Butcher, member of Div. 38.

Glen Allen, Mo., March 12, appendicitis, Bro. Jas. Belchamber, member of Div. 42.

Philadelphia, Pa., March 29, kidney trouble, Bro. C. Forbes, member of Div. 51.

Baltimore, Md., March 21, diabetes, Bro. Thos. F. Bailey, member of Div. 52.

Jersey City, N. J., March 1, apoplexy, Bro. Thos. F. Mallady, member of Div. 53.

Columbus, Ohio, April 4, Bro. C. F. Lockwood, member of Div. 54.

Ogden, Utah, April 5, obstruction of bowels, Bro. John Murphy, member of Div. 55.

Washington, R. I., April 5, Bro. C. S. Aldrich, member of Div. 57.

Northampton, Mass., March 13, heart disease, Bro. R. B. Coats, member of Div. 63.

Toronto, Ont., Can., March 23, killed, Bro. Harry Overend, member of Div. 70.

Camden, N. J., March 26, old age, Bro. Jesse M. Connolly, member of Div. 71.

Wormleysburg, Pa., March 24, cirrhosis of liver, Bro. Harry Kuhlwind, member of Div. 74.

North Platte, Neb., March 10, leakage of heart, Bro. Andrew Liddell, member of Div. 88.

Waukegan, Ill., March 18, heart failure, Bro. C. L. Robbins, member of Div. 96.

Danville, Ill., April 5, pneumonia, Bro. Manson Townsley, member of Div. 100.

Clinton, Iowa, April 11, apoplexy, Bro. C. V. Hall, member of Div. 125.

Rapid City, S. D., April 4, hardening of arteries, Bro. Frank Mayo, member of Div. 131.

Paterson, N. J., March 18, septicemia, Bro. S. S. Clark, member of Div. 135.

Campbellton, Can., March 21, killed, Bro. Wm. Killam, member of Div. 138.

Coeur d'Alene, Idaho, March 11, rheumatism, Bro. Andrew W. Merrick, member of Div. 150.

St. Paul, Minn., Feb. 28, heart and kidney trouble, Bro. A. Donaldson, member of Div. 150.

Nashville, Tenn., March 4, killed, Bro. R. T. Johnson, member of Div. 156.

Sparks, Nev., March 2, Bro. Frank Corron, member of Div. 158.

Ferbane, Sask., Can., April 3, Bro. Frank H. Newlove, member of Div. 164.

Ottawa, Ont., locomotor ataxia, Bro. Chas. Ciappy, member of Div. 168.

Boonton, N. J., March 29, complication of diseases, Bro. Jas. E. Thomas, member of Div. 171.

Jersey City, N. J., March 11, killed, Bro. S. M. Kreis, member of Div. 171.

Port Hope, Ont., March 25, pneumonia, Bro. Jas. F. Janes, member of Div. 174.

Vinita, Okla., March 29, locomotor ataxia, Bro. W. H. Barton, member of Div. 179.

Minneapolis, Minn., March 22, collision, Bro. A. C. Stover, member of Div. 180.

Denver, Colo., April 4, apoplexy, Bro. Henry C. Bullis, member of Div. 186.

McComb, Miss., April 3, apoplexy, Bro. E. C. Fordesh, member of Div. 196.

San Antonio, Texas, March 28, paralysis, Bro. J. P. Noyes, member of Div. 197.

Ironton, Ohio, March 22, softening of brain, Bro. Thos. McKee, member of Div. 208.

Fort Worth, Texas, March 9, hemorrhage of lungs, Bro. T. A. Gentry, member of Div. 212.

Meridian, Miss., March 17, paresis, Bro. R. S. Ellis, member of Div. 230.

Newport, Tenn., March 26, Bro. C. T. Hammock, member of Div. 239.

Jamaica, L. I., March 14, heart trouble, Bro. John Timpson, member of Div. 269.

Anaconda, Mont., March 18, gall stones, Bro. Dan. Scullon, member of Div. 274.

Lewiston, Pa., April 11, organic heart disease, Bro. Jas. Colabine, member of Div. 287.

Hart Lot, N. Y., March 17, Bright's disease, Bro. Wm. R. Smith, member of Div. 288.

Washington, Ind., March 30, engine turned over, Bro. Rea A. Robinson, member of Div. 289.

Chicago, Ill., March 15, Bright's disease, Bro. W. J. Collar, member of Div. 302.

Detroit, Mich., March 14, cancer, Bro. A. J. Doyle, member of Div. 304.

Tampa, Fla., Feb. 6, Bro. W. W. Blake, member of Div. 309.

Tallahassee, Fla., March 26, Bro. Wm. Zolezzi, member of Div. 309.

Jacksonville, Fla., Feb. 26, Bro. J. H. Lee, member of Div. 309.

Richmond, Va., Jan. 27, heart trouble, Bro. T. N. Durvin, member of Div. 321.

Buffalo, N. Y., April 12, cancer, Bro. Frank Sprotte, member of Div. 328.

St. Albans, Vt., March 30, Bright's disease, Bro. W. H. Stephens, member of Div. 330.

Bay City, Mich., March 31, apoplexy, Bro. Michael Farrell, member of Div. 338.

Cumberland, Md., April 10, boiler explosion, Bro. Albert S. Keiter, member of Div. 352.

Willow Springs, Mo., April 7, complications, Bro. Joseph LeCompte, member of Div. 378.

Sayre, Pa., March 19, collision, Bro. F. C. Wildrick, member of Div. 380.

Kansas City, Mo., March 20, insanity, Bro. Geo. C. Hickman, member of Div. 393.

Kansas City, Kans., March 14, crushed between engines, Bro. J. W. Breibeck, member of Div. 396.

Milwaukee, Wis., March 20, pneumonia, Bro. E. R. Hungerford, member of Div. 406.

Galeton, Pa., April 9, Bro. Leroy J. Appgar, member of Div. 429.

Ithaca, N. Y., March 7, Bright's disease, Bro. Chas. McNeil, member of Div. 434.

Tuscaloosa, Ala., Feb. 16, heart failure, Bro. R. L. Whittington, member of Div. 450.

Norfolk, Va., Feb. 11, kidney trouble, Bro. T. J. Hickey, member of Div. 456.

Cincinnati, Ohio, March 20, dementia paralytic, Bro. Herbert Custer, member of Div. 480.

East St. Louis, Ill., March 31, struck by falling crane, Bro. Wm. McCrevey, member of Div. 512.

Charlottesville, Va., March 21, pneumonia, Bro. R. J. Eastham, member of Div. 513.

Stuart, Iowa, March 31, paralysis, Bro. Carl Schultz, member of Div. 525.

Sioux City, Iowa, March 15, operation, Bro. W. C. Sorrell, member of Div. 555.

Richmond, Va., April 3, paralysis, Bro. Henry E. Tate, member of Div. 561.

Richmond, Va., March 15, Bro. G. W. Faulconer, member of Div. 561.

Houghton, Mich., Feb. 8, killed, Bro. L. J. Trudeau, member of Div. 564.

Niles, Ohio, March 11, cerebral hemorrhage, Bro. John E. Van Wye, member of Div. 565.

Big Stone Gap, Va., March 29, killed, Bro. J. A. Dowell, member of Div. 617.

Minneapolis, Minn., March 28, Bro. Jas. V. Piper, member of Div. 625.

Elmira, N. Y., March 19, scalded, Bro. M. F. McMahon, member of Div. 641.

Los Angeles, Cal., March 18, cerebral hemorrhage, Bro. T. H. Hurley, member of Div. 662.

New Orleans, La., March 3, drowned, Bro. C. J. Miller, member of Div. 693.

Atlanta, Ga., April 10, paralysis, Bro. W. C. Voiles, member of Div. 696.

Binghamton, N. Y., March 18, typhoid fever, Bro. Frank C. Dildien, member of Div. 709.

Seattle Wash., March 19, Bro. Wm. Crisler, member of Div. 713.

Kindersley, Sask., Can., March 12, cancer, Bro. Wm. Haley, member of Div. 715.

Roanoke, Va., March 29, paresis, Bro. E. H. Sims, member of Div. 743.

Cleveland, Ohio, April 5, paralysis, Bro. Byron Grafton, member of Div. 745.

Stockton, Cal., March 27, tumor, Bro. W. F. Harkins, member of Div. 773.

Yarmouth, N. S., March 16, heart failure, Bro. Wm. R. Barnfather, member of Div. 822.

Elko, Nev., March 19, accidentally shot, Bro. E. P. Schaeber, member of Div. 846.

Cornerville, Ohio, March 17, J. B. Beach, father of Bros. J. C. Beach, member of Div. 202, and J. R. Beach, member of Div. 606.

St. Paul, Minn., Feb. 29, peritonitis, Mrs. Hendrick Booraem, daughter of Bro. Geo. E. Fletcher, member of Div. 559.

Scranton, Pa., March 10, Mrs. Emma Yohe, wife of Bro. Wm. Yohe, member of Div. 276.

Pittsburgh, Pa., March 21, Mrs. Ida M. Barclay, wife of Bro. Elmer E. Barclay, member of Div. 325.

Birmingham, Ala., March 30, Mrs. Nora Madden, wife of Bro. P. J. Madden, member of Div. 386.

Boston, Mass., April 2, arterio sclerosis, Mrs. Ellen Mitchell, wife of our deceased Brother, Clarence Mitchell, Div. 61.

### ADMITTED BY TRANSFER CARD

#### Into Division—

8—Dugal McIsaac, from Div. 382.  
29—Jas. M. McClaren, from Div. 546.  
60—F. M. Stringer, from Div. 835.  
85—J. F. White, from Div. 498.  
139—S. C. King, from Div. 256.  
169—A. C. Iverson, from Div. 238.  
199—W. W. Burnett, from Div. 546.  
201—F. H. Seaman, from Div. 206.  
J. W. Laughlin, from Div. 177.  
J. D. Cunningham, from Div. 50.  
206—W. G. Broom, from Div. 340.  
220—M. Friel, from Div. 19.  
228—Carl Mullins, from Div. 634.  
229—T. H. Maher, from Div. 526.  
239—J. H. Payne, from Div. 156.  
259—W. C. Stocker, from Div. 601.  
325—E. J. Lemon, from Div. 454.  
329—H. W. Clark, from Div. 280.  
385—D. F. Hahnenkratt, M. H. May, M. N. Lines, Geo. E. Kron, Monroe Brown, Frank Singer, John Lynch, from Div. 546.  
459—M. G. Enders, from Div. 668.  
505—Wallace B. McDonald, from Div. 103.  
517—O. M. Gilbert, from Div. 856.  
540—L. Becker, from Div. 578.  
558—Joseph Gosselin, from Div. 753.

**Into Division—**

- 600—R. E. Kirk, from Div. 228.  
 627—C. V. Hoaler, C. V. Myton, from Div. 298.  
 659—Manly O. Treat, from Div. 15.  
 660—W. P. All, J. H. Sharp, from Div. 766.  
 663—Geo. E. Hughes, J. M. Love, from Div. 898.  
 711—W. E. Lawson, from Div. 445.  
 716—Frank Agrell, from Div. 583.  
 731—T. D. Steel, from Div. 192.  
 737—L. W. P. Copeland, from Div. 583.  
 766—Thos. West, C. M. Freeman, from Div. 660.  
 781—J. H. Jones, from Div. 511.  
 782—H. Woody, from Div. 239.  
 786—B. Y. Dickson, from Div. 267.  
 794—Michael Walsh, D. D. Cook, from Div. 846.  
 796—L. D. Norton, from Div. 764.  
 801—W. M. Cline, from Div. 369.  
 816—R. Billings, Wm. F. Shields, R. P. Corrigan, from Div. 764.  
 829—W. B. Thorpe, O. Sargent, Wilson Spicer, R. C. Reeves, C. H. Reeves, J. W. Larkin, E. B. Jones, E. Hudgins, Wm. Horn, J. P. Hundley, C. B. Green, W. R. Gilson, J. P. Elmore, W. B. Corbin, Herman Carter, J. M. Coffelder, P. C. Bundschu, Calvin Black, A. B. Baxter, from Div. 856.  
 839—Geo. L. Wilson, from Div. 500.  
 840—F. A. Tillet, from Div. 543.  
 W. S. Wilson, from Div. 499.  
 D. R. Todd, from Div. 489.  
 843—M. O'Rourke, A. J. Rogers, from Div. 796.  
 852—F. J. Spiegel, from Div. 887.  
 853—R. A. Murray, from Div. 755.  
 880—C. M. Coddington, from Div. 6.  
 861—Joseph Thomas, H. M. Tinker, Sam Menzie, A. H. Johnson, Joe. Farrell, M. E. Cuddy, E. M. LaFage, Thos. Schude, V. E. Skogsberg, from Div. 241.  
 863—T. C. Brown, W. B. Conley, Geo. H. Ehinger, W. P. Ferrell, R. L. Flack, John C. Gale, J. C. Hamilton, R. H. Hawks, Geo. F. Koy, N. W. Lockett, Ed. Pickett, E. P. Skerritt, W. W. Short, N. F. Sumpter, N. F. Werth, from Div. 206.

**WITHDRAWALS****From Division—**

- 8—H. N. Morgan.  
 12—R. J. Van Meter.  
 61—N. H. B. Wardell.  
 71—Geo. A. Hackett.  
 118—W. H. Abrams.  
 123—F. A. Deckerman.  
 161—Chas. A. White.

**From Division—**

- 219—H. C. Jaquish.  
 380—Harry Wharen.  
 399—W. C. Wright.  
 429—R. J. McSwan.  
 650—C. A. Smith.  
 748—J. D. Lockett.  
 797—E. P. Lachapple.

**REINSTATEMENTS****Into Division—**

- 8—C. W. Stechman.  
 10—R. E. Morse.  
 24—Chas. H. Jensen.  
 50—T. E. Kunoa.  
 66—Alfred Eude.  
 83—Jasper Thell.  
 W. L. Belflower.  
 97—B. D. Magers.  
 147—H. R. Peterson.  
 155—L. E. Grammer.  
 156—W. R. Tuck.  
 182—D. D. Snyder.  
 187—C. W. Hubbard.  
 194—J. V. Brown.  
 227—John W. Babcock.  
 232—W. R. Aiken.  
 239—H. Woody.  
 248—J. A. Brotherson.  
 279—W. S. McIntyre.  
 298—E. C. Williams.  
 309—C. S. Ballantine.  
 313—C. G. McDonnell.  
 352—E. J. King.  
 355—W. Dickinson.  
 W. B. Sleightholm.  
 384—F. C. Royce.  
 409—G. H. Smith.  
 410—P. D. Plank.  
 J. A. Watkins.

**Into Division—**

- 427—Forest Largen.  
 437—Roy Fraley.  
 A. L. Evans.  
 450—W. H. Easley.  
 464—M. McKenna.  
 473—Frank Baugh.  
 J. R. Benton.  
 M. M. Melton.  
 474—John Quinlan.  
 498—J. W. Shepherd.  
 499—F. W. Reidell.  
 504—W. A. Reilly.  
 535—J. Chamber.  
 554—E. G. Medlock.  
 589—W. E. Gordon.  
 613—Thos. O'Day.  
 638—H. M. Steinvall.  
 654—W. E. Thearp.  
 672—A. A. Dean.  
 682—Geo. H. Starks.  
 755—R. A. Murray.  
 764—C. M. Johns.  
 772—Thos. G. Morrow.  
 773—F. E. Woodworth.  
 784—J. I. Williams.  
 785—L. L. Johnson.  
 818—W. H. Ballwebber.  
 824—H. O. Huskey.  
 844—Cyrus Dougherty.

**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 85—John Huntsinger.  
 98—T. D. Stanley.  
 211—S. F. Wood.  
 309—E. D. Burton.  
 E. J. Smith.  
 474—H. O. Watts.  
 Percy Paulding.

**From Division—**

- 531—J. C. Donner.  
 W. R. Elmer.  
 C. F. Garrick.  
 M. Stenger.  
 E. J. Ridge.  
 818—C. E. Anderson.

**FOR OTHER CAUSES****From Division—**

- 11—Michael Reidy, non-payment of insurance and assessments.  
 12—C. F. Hohnholz, E. O. Miller, L. Koch, non-payment of assessments.  
 14—W. W. Tiffany, forfeiting insurance.  
 34—W. J. Johnson, violation of Sec. 59, Statutes.  
 T. V. Miles, forfeiting insurance.  
 50—H. L. Smith, intoxication, and violation of obligation.  
 60—J. W. Lucas, forfeiting insurance.  
 Thos. H. Bateman, non-payment of dues and assessments.  
 96—C. E. Vroman, R. Dunwiddie, forfeiting insurance.  
 110—Elijah Brown, non-payment of insurance and not corresponding with Division.  
 129—J. H. Baker, intoxicated.  
 130—C. G. Harvey, failing to take out insurance.  
 143—Thos. C. Milburn, forfeiting insurance.  
 147—Mathew Cummings, failing to take out insurance.  
 159—J. H. Brooks, forfeiting insurance.  
 173—John P. Gibbons, forfeiting insurance.  
 179—Chas. M. Ward, forfeiting insurance.  
 199—C. W. Crowell, forfeiting insurance.  
 228—A. E. Bradbury, Wm. L. Green, dropping insurance.  
 John J. Coats, misrepresentation to get transportation.  
 253—Lewis V. Dulude, forfeiting insurance and not corresponding with Division.  
 268—J. Arthur Gray, non payment of dues and assessments.  
 276—Ernest Mansfield, forfeiting insurance.  
 279—T. G. Hunt, refusing to pay insurance.  
 299—E. G. Kretschmer, non-payment of insurance.  
 319—Adelard St. Amand, forfeiting insurance.  
 323—A. M. Johnson, non-payment of insurance.  
 336—L. W. Schowengerdt, failing to pay insurance.  
 338—Everette Welch, non-payment of dues and not corresponding with Division.  
 352—Edward Dwiggins, forfeiting insurance.  
 Ed. Merckle, non-payment of insurance.  
 400—J. A. Sorrell, forfeiting insurance.  
 423—J. W. Clark, forfeiting insurance.  
 427—J. M. Trott, F. T. Clarke, non-payment of insurance.  
 438—C. C. Hicks, not complying with Sec. 37, Insurance Association, and not corresponding with Division.  
 475—G. M. Gailbraith, Wm. Guynes, non-payment of insurance.  
 496—W. D. Moore, forfeiting insurance.  
 503—Richard Dobbins, forfeiting insurance.  
 547—J. E. Hill, forfeiting insurance.  
 602—D. L. Wooters, non-payment of insurance and assessments.  
 685—Elmer Martin, non-payment of insurance.  
 717—H. E. Burke, non-payment of insurance.  
 731—H. E. Ballard, non-payment of insurance.  
 738—Lee Rogers, forfeiting insurance.  
 739—C. H. Arnold, J. A. Clark, forfeiting insurance.  
 744—J. B. Collins, refusing to carry insurance.  
 756—W. J. Grobe, forfeiting insurance.  
 786—B. B. Sapp, forfeiting insurance.  
 790—Harry Daniels, forfeiting insurance.  
 816—H. Swithinbank, failing to take out insurance.  
 825—P. F. Henze, forfeiting insurance.  
 831—R. W. Sleeper, non-payment of insurance.  
 The expulsion of Bro. J. H. Zurbrigg, from Div. 654, which appeared in June JOURNAL, 1915, was an error in reporting to Grand Office.

GEO. D. WALLACE, S.-T. Div. 664.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 89-93

SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, May 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
1	J. F. Long.....	60	21	Oct. 5, 1903	Mar. 6, 1916	Heart failure.....	\$1500	Lizzie L. Long, w.
2	Joseph Garland..	44	589	Mar. 19, 1904	Feb. 21, 1916	Right foot ampu'ted.	1500	Self.
3	Wm. O'Brien.....	50	205	Nov. 1, 1892	Mar. 12, 1916	Myocarditis.....	1500	Mary O'Brien, w.
4	Walter Casey.....	51	83	Oct. 23, 1891	Feb. 25, 1916	Suicide.....	8000	Mattie L. Casey, w.
5	Joseph Gates.....	61	406	Apr. 21, 1887	Mar. 9, 1916	Apoplexy.....	1500	Mary Gates, w.
6	W. D. McElheney..	63	200	Feb. 19, 1905	Nov. 7, 1914	Blind left eye.....	8000	Self.
7	Jacob Hoffman....	65	65	Sept. 23, 1891	Mar. 9, 1916	Cerebral hemorrhage	3000	Anna Hoffman, w.
8	C. K. Mitchell.....	59	61	Jan. 24, 1895	Mar. 6, 1916	Pneumonia.....	3000	Eleanor M. Mitchell, w.
9	Frank Mutsch.....	52	399	Apr. 23, 1897	Mar. 12, 1916	Peritonitis.....	1500	Mary Mutsch, w.
10	J. B. Everett.....	54	30	Jan. 13, 1896	Mar. 10, 1916	Killed.....	1500	Alwilda A. Everett, w.
11	Edwin Scrafford..	67	186	June 25, 1896	Mar. 11, 1916	Cerebral apoplexy...	3000	Maggie Scrafford, w.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
12	F. C. Dildine.....	32	709	Dec. 22, 1912	Mar. 18, 1916	Typhoid fever.....	\$1500	Hazel L. Dildine, w.
13	H. L. Wells.....	34	339	Mar. 3, 1907	Feb. 17, 1916	Killed.....	1500	Pattie Wells, m.
14	E. E. White.....	54	2	May 21, 1899	Feb. 25, 1916	Bright's disease.....	750	Mary White, w.
15	John W. Jones.....	56	288	Mar. 22, 1902	Jan. 20, 1916	Blind left eye.....	1500	Self.
16	C. H. Barnes.....	38	884	Feb. 7, 1909	Mar. 12, 1916	Mitral insufficiency.....	1500	Clowe E. Barnes, w.
17	C. C. Bowen.....	56	260	July 16, 1896	Mar. 17, 1916	Mitral insufficiency.....	3000	Sarah C. Bowen, w.
18	J. W. Breibeck.....	54	396	May 13, 1901	Mar. 14, 1916	Killed.....	3000	Nora Breibeck, w.
19	R. J. Eastham.....	40	513	Aug. 3, 1914	Mar. 21, 1916	Pneumonia.....	1500	Helen G. Eastham, w.
20	Alfred J. Doyle.....	55	304	June 7, 1887	Mar. 14, 1916	Carcinoma of pancreas.....	3000	Sarah Doyle, w.
21	Andrew Liddell.....	44	88	Sept. 2, 1903	Mar. 10, 1916	Chr'c valvular h't dis.....	4500	Mollie Liddell, w.
22	George Foord.....	56	145	July 1, 1899	Feb. 14, 1916	Arterio sclerosis.....	750	Sarah Foord, w.
23	H. A. Mayes.....	52	280	Aug. 31, 1896	Mar. 15, 1916	Right eye removed.....	3000	Self.
24	B. E. Ament.....	60	23	Dec. 10, 1899	Mar. 18, 1916	Killed.....	3000	Nellie Ament, w.
25	J. R. Timpson.....	71	269	July 2, 1880	Mar. 14, 1916	Cardiac dilatation.....	3000	C. M. Timpson, w.
26	Harry Kuhlwind.....	58	74	Nov. 12, 1891	Mar. 24, 1916	Cirrhosis of liver.....	3000	Edna C. Black, d.
27	Dan Scullion.....	68	274	April 6, 1897	Mar. 16, 1916	Gall stones.....	1500	Mary Scullion, w.
28	S. S. Clark.....	61	135	June 5, 1882	Mar. 19, 1916	Septicemia.....	3000	Henry P. Clark, b.
29	R. T. Johnson.....	34	156	Nov. 30, 1910	Mar. 3, 1916	Killed.....	4500	Lillian Johnson, w.
30	C. H. Butcher.....	52	38	July 8, 1890	Mar. 26, 1916	Pneumonia.....	3000	Annie H. Butcher, w.
31	E. Reicheldeifer.....	44	662	May 4, 1902	Feb. 23, 1916	Left eye removed.....	1500	Self.
32	Henry Curran.....	42	18	Feb. 9, 1870	Mar. 22, 1916	Pneumonia.....	3000	Della M. Curran, d.
33	Wm. R. Smith.....	53	288	Oct. 7, 1907	Mar. 17, 1916	Myocarditis.....	3000	Mother and daughter
34	Herbert Custer.....	52	480	Sept. 7, 1891	Mar. 25, 1916	Paresis.....	1500	Mary Custer, w.
35	R. S. Ellis.....	52	220	June 26, 1909	Mar. 17, 1916	Paresis.....	1500	Oscar Ellis, n.
36	S. M. Kreis.....	48	171	Mar. 19, 1904	Mar. 11, 1916	Killed.....	1500	Anna L. Kreis, w.
37	James Thomas.....	76	171	Nov. 27, 1886	Mar. 27, 1916	Valvular cardiac dis.....	1500	Helen Thomas, w.
38	C. T. Hammock.....	67	239	Nov. 1, 1903	Mar. 26, 1916	Killed.....	3000	Min' M. Hammock, w.
39	W. A. Lewis.....	46	314	Apr. 23, 1899	Mar. 6, 1916	Peritonitis.....	3000	Rose Lewis, w.
40	R. L. Fears.....	47	449	Apr. 23, 1897	Mar. 24, 1916	Acute nephritis.....	3000	Minnie P. Fears, w.
41	S. O. Gaynor.....	47	546	Apr. 13, 1902	Mar. 24, 1916	Cancer of stomach.....	3000	Nellie Gaynor, w.
42	Wm. A. Killam.....	26	138	Dec. 21, 1913	Mar. 22, 1916	Killed.....	1500	Maud E. Killam, w.
43	Jas. F. Jones.....	67	174	July 27, 1887	Mar. 25, 1916	Pneumonia.....	1500	Ann C. Jones, w.
44	A. C. Stover.....	42	189	Oct. 7, 1906	Mar. 22, 1916	Killed.....	4500	Mary Stover, w.
45	Chas. E. Collins.....	43	584	Mar. 26, 1911	Feb. 14, 1916	Cirrhosis of liver.....	3000	Edgar V. Collins, s.
46	R. A. Robinson.....	50	289	June 18, 1898	Mar. 30, 1916	Killed.....	3000	A. E. Robinson, w.
47	Michael Farrell.....	66	338	Aug. 25, 1887	Mar. 31, 1916	Apoplexy.....	3000	Jessie A. Farrell, w.
48	Wm. Matheny.....	45	34	July 21, 1907	Mar. 21, 1916	Complication of dis'es.....	1500	Ladie Matheny, w.
49	S. J. Holland.....	30	520	Oct. 5, 1912	Mar. 27, 1916	Killed.....	3000	Helen Holland, w.
50	W. D. Sandwiche.....	61	210	April 1, 1898	Mar. 28, 1916	Suicide.....	3000	Sierra N. Sandwiche, w.
51	B. B. Grafton.....	57	745	Feb. 11, 1888	Apr. 5, 1916	Apoplexy.....	3000	Mary B. Grafton, w.
52	T. F. Bailey.....	63	62	Aug. 3, 1883	Mar. 21, 1916	Diabetes.....	3000	Children.
53	E. R. Hungerford.....	46	406	Nov. 13, 1904	Mar. 20, 1916	Pneumonia.....	3000	Bertha Hungerford, w.
54	J. P. Noyes.....	48	197	Apr. 8, 1896	Mar. 28, 1916	Paresis.....	3000	Elizabeth H. Noyes, w.
55	Chas. Forbes.....	54	61	Sept. 7, 1903	Mar. 23, 1916	Nephritis.....	3000	Annie V. Forbes, w.
56	Henry E. Tate.....	49	561	Apr. 27, 1903	Apr. 3, 1916	Hemiplegia.....	1500	Augusta C. Tate, w.
57	H. C. Bullis.....	67	186	June 4, 1887	Apr. 4, 1916	Apoplexy.....	3000	Julia A. Bullis, w.
58	A. P. Meade.....	31	448	Mar. 19, 1916	Apr. 1, 1916	Left foot amputated.....	1500	Self.
59	Wm. E. Green.....	54	429	June 17, 1910	Mar. 26, 1916	Peritonitis.....	1500	Lizzie M. Appgar, w.
60	L. J. Appgar.....	48	429	June 24, 1931	Apr. 9, 1916	Myocarditis.....	1500	Mary Shapard, w.
61	T. C. Shapard.....	38	672	Apr. 14, 1907	Apr. 6, 1916	Killed.....	1500	Abbie A. Stephens, w.
62	Wm. H. Stephens.....	31	18	Mar. 25, 1913	Mar. 30, 1916	Nephritis.....	3000	Mabel C. Corron, w.
63	Frank Corron.....	43	18	Dec. 5, 1901	Mar. 2, 1916	Mitral regurgitation.....	1500	Mary E. Benne, w.
64	E. W. Beane.....	45	820	Sept. 27, 1910	Jan. 8, 1916	Suicide.....	3000	Frances E. Schultz, w.
65	Carl Schultz.....	56	529	Mar. 13, 1886	Mar. 31, 1916	Cerebral apoplexy.....	1500	Valsey M. Sims, w.
66	Ellis H. Sims.....	41	745	June 10, 1911	Mar. 29, 1916	Paresis.....	1500	Albert F. Schaeber, f.
67	E. P. Schaeber.....	33	846	May 24, 1914	Mar. 19, 1916	Gunshot wound.....	1500	Mary J. Overend, w.
68	Harry Overend.....	58	70	June 25, 1890	Mar. 23, 1916	Killed.....	4500	Fannie R. McNeil, w.
69	C. D. McNeil.....	44	420	Oct. 28, 1890	Mar. 7, 1916	Nephritis.....	1500	Jennie Harkins, w.
70	W. F. Harkins.....	46	778	Sept. 20, 1910	Mar. 27, 1916	Tumor.....	3000	Joella D. LeCompte, w.
71	Jos. LeCompte.....	68	376	Jan. 8, 1883	Apr. 7, 1916	Uremia.....	1500	Grace Sutphen, w.
72	John H. Sutphen.....	54	215	Nov. 19, 1890	Apr. 7, 1916	Epilepsy.....	1500	Mary L. Leckie, w.
73	Geo. J. Leckie.....	61	395	Aug. 5, 1900	Apr. 7, 1916	Heart disease.....	1500	Ida R. Craig, w.
74	Geo. H. Craig.....	61	395	June 25, 1887	Mar. 24, 1916	Mitral insufficiency.....	1500	Gertrude Severson, w.
75	L. Severson.....	35	788	Apr. 18, 1914	Mar. 3, 1916	Killed.....	1500	Mary J. Calabine, w.
76	Jas. Calabine.....	32	287	Mar. 5, 1887	Apr. 11, 1916	Heart disease.....	750	L. Sprotte, w.
77	Frank Sprotte.....	55	328	Aug. 13, 1902	Apr. 12, 1916	Cancer.....	1500	Anna McMahon, s.
78	M. F. McMahon.....	44	641	Feb. 7, 1903	Mar. 20, 1916	Killed.....	1500	Nellie McWilliams, w.
79	J. C. McWilliams.....	34	109	Feb. 2, 1913	Apr. 11, 1916	Killed.....	3000	Wife and daughter.
80	G. Diebrow.....	85	109	Feb. 2, 1868	Apr. 5, 1916	Arterio sclerosis.....	3000	Wife and daughter.
81	L. C. Wildrick.....	41	340	Apr. 3, 1900	Mar. 19, 1916	Killed.....	4500	Edwin B. Hickman, s.
82	G. C. Hickman.....	41	340	Nov. 25, 1911	Mar. 23, 1916	Paresis.....	1500	Eula Webb, w.
83	Chas. J. Webb.....	41	673	Sept. 25, 1910	Mar. 27, 1916	Chronic septicaemia.....	3000	Brothers and sister.
84	A. S. Keiter.....	38	302	Nov. 12, 1906	Apr. 1, 1916	Killed.....	1500	Mattie B. Scott, w.
85	J. W. Scott.....	63	278	July 23, 1887	Apr. 2, 1916	Heart failure.....	1500	Alma Campbell, w.
86	J. P. Campbell.....	57	677	Mar. 19, 1908	Apr. 2, 1916	Bright's disease.....	3000	Sons.
87	C. F. Lockwood.....	54	68	Apr. 4, 1880	Apr. 4, 1916	Heart disease.....	750	Hattie J. Powell, w.
88	V. U. Powell.....	56	292	June 1, 1902	Apr. 6, 1916	Aortic insufficiency.....	1500	Elsie M. Wells, w.
89	W. W. Wells.....	69	296	Nov. 19, 1896	Apr. 6, 1916	Shock from operation.....	4500	Sons and dependent.
90	Thos. W. Smith.....	63	347	July 21, 1880	Apr. 8, 1916	Pneumonia.....	3000	Mother and sister.
91	W. C. Voyles.....	40	806	June 14, 1903	Apr. 10, 1916	Paralysis.....	4500	Estate.
92	C. V. Hall.....	55	125	May 27, 1892	Apr. 11, 1916	Apoplexy.....	1500	Mary Dempsey, w.
93	Wm. Dempsey.....	56	66	Apr. 15, 1900	Apr. 13, 1916	Heart disease.....	1500	

Total number of disability claims 6  
Total number of death claims 93

Total amount of claims. \$223,000.00

## Financial Statement

## MORTUARY FUND FOR MARCH

CLEVELAND, O., April 1, 1916.

Balance on hand March 1, 1916.....		\$164,788 11
Received by assessments 886-90 and back assessments.....	\$198,268 46	
Received from members carried by the Association.....	1,819 65	
Refunds.....	150 00	
Interest for March.....	470 79	

	\$201,709 10	\$201,709 10
--	--------------	--------------

Total.....		\$366,497 21
Paid in claims.....		265,470 88
Balance on hand March 31.....		\$101,026 33

## SPECIAL MORTUARY FUND FOR MARCH

Balance on hand March 1.....		\$496,377 84
Received in March.....		\$22,843 17
Balance in bank March 31.....		\$518,221 01

## EXPENSE FUND FOR MARCH

Balance on hand March 1.....		\$ 72,181 07
Received from fees.....	\$ 323 91	
Received from 2 per cent.....	4,569 79	
Refund.....	1 00	

	\$ 4,894 70	4,894 70
--	-------------	----------

Total.....		\$ 77,065 77
Expenses for March.....		2,962 69
Balance on hand March 31.....		\$74,098 08

## Statement of Membership

## FOR MARCH, 1916

Classified represents:.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership February 29, 1916.....	1,570	42,532	123	19,679	8	4,487
Applications and reinstatements received during month.....	..	216	..	102	..	30
Totals.....	1,570	42,748	123	19,781	8	4,517
From which deduct policies terminated by death, accident, or otherwise.....	9	147		60	1	8
Total membership March 31, 1916.....	1,561	42,601	123	19,721	7	4,509
Grand total.....						68,522

## ARE YOU PREPARED ?

Don't wait for the ambulance gong to remind you of your need for protection. We are reminding you now. Now is the time for you to secure one of our accident contracts while in health. We can't issue contracts for the injured or the dead. "Too late" is a hard sounding phrase. Talk it over with your insurance secretary today, and don't forget that we are writing these contracts at the actual cost and a small overhead expense.

You might say you never had an accident in your life. True, perhaps, but how many of our members go through life without accident? Very few. It is possible that your time may come tomorrow. Opportunity knocks but once. Which can you better afford, a few cents per day for the best contract in the world, or the loss of six months' time?

One of our insurance secretaries, who resides in Bluefield, West Virginia, wrote up for one of our members three certificates of \$1500 each in our regular insurance, as well as an accident contract for \$2000, on March 19th, 1916. On April 1st, just two weeks later, the insured met with an accident, which resulted in the amputation of his left foot above the ankle, and his claim, to the amount of \$6500, was paid by your Association on April 14th, 1916. So you can readily see, my Brothers, one can hardly tell today what tomorrow will bring forth. So get busy and protect yourself and family, as well help the Association double their membership in 1916.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 236, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Monclova Coah, Mex., amount due \$1500.00.

Mrs. Mary E. Beane, widow of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1328.43.

Any one knowing the whereabouts of Arthur Hays, one of the heirs of the estate of our late Brother Chas. York, who held membership in Div. No. 339, Riverbank, Cal., please notify Mr. J. M. York, 1605 Fletcher Street, Indianapolis, Ind.

## WEEKLY INDEMNITY CLAIMS PAID APRIL 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
74	69	Charles N. Schuyler.....	\$ 40 00	146	840	Robert E. James.....	\$ 15 00
75	349	George H. Daimond.....	30 00	147	606	Henry D. Bigelow.....	30 00
*76	408	G. W. Moore, Adv.....	140 00	148	304	John C. Kull.....	91 43
*77	725	John Uloth, Adv.....	450 00	149	491	O. M. Lindley.....	20 00
*78	88	John Beckerleg, Adv.....	250 00	150	547	P. H. Dorsey.....	28 57
79	19	B. Crites.....	100 00	151	19	E. Goodfellow.....	128 57
80	318	L. E. Clark.....	135 00	152	8	J. Donnelly.....	154 29
81	726	Fred S. Hitchcock.....	17 14	153	193	F. Hickman.....	83 57
82	294	J. S. Price.....	65 71	154	471	Chas. A. Collier.....	20 00
83	318	John P. Johnson.....	19 29	155	147	Sam Clark.....	88 57
84	834	S. A. Brinson.....	10 00	156	444	E. P. Barrett.....	14 29
85	17	A. B. Frame.....	60 00	157	83	John C. Brown.....	22 86
86	405	Isaac R. Johnson.....	165 71	158	284	C. E. Yewell.....	117 14
87	11	John T. O'Hern.....	22 86	159	206	V. P. Campbell.....	158 58
88	66	Alfred Kennedy.....	19 29	160	840	George Van Atta.....	28 57
89	66	Hiram B. Bond.....	64 29	161	369	M. C. Killeen.....	00 00
90	19	J. Branson.....	20 00	162	209	Patrick L. Redington.....	80 00
91	781	George R. Cook.....	55 71	163	232	C. A. Lawrence.....	40 00
92	559	Thos. J. Reid.....	31 43	164	499	Thos. F. Whitney.....	36 43
93	603	C. W. Dunn.....	40 00	165	177	Herman P. Aull.....	31 43
94	491	J. A. Durkin.....	85 71	166	66	R. N. Scott.....	117 86
95	262	Ludwig Johnson.....	25 71	167	762	J. W. McNamara.....	111 43
96	432	William S. Terry.....	5 71	168	282	Robert B. Slosson.....	00 00
97	448	A. M. Horn.....	79 29	169	245	W. W. Donaldson.....	182 14
98	606	W. F. Atwood.....	74 29	170	547	Wm. E. Brown.....	157 14
99	738	J. K. Pebley.....	31 43	171	554	B. M. Webster.....	34 29
100	836	C. J. Forslund.....	48 57	172	400	Otha Petty.....	17 14
101	336	George Mounce.....	165 71	173	44	C. Christofferson.....	20 00
102	363	J. W. Wilson.....	24 29	174	325	J. C. McClelland.....	268 57
103	218	J. A. Griffith.....	25 71	175	600	George E. Cummings.....	45 00
104	177	W. C. Eahart.....	90 00	176	237	C. F. Chase.....	265 71
105	559	Fred J. Carlson.....	20 00	177	271	G. M. Thaxton.....	57 14
106	24	C. P. Saul.....	12 86	178	220	Dan Yount.....	30 00
107	223	Otto Erickson.....	120 00	179	39	Wm. Sullivan.....	30 00
108	10	J. W. Miller.....	45 00	180	215	J. H. McManus.....	57 14
109	703	L. B. Alsapach.....	28 57	181	80	Louis M. Sill.....	23 57
110	500	J. B. Hopkins.....	14 29	182	445	J. S. Hogan.....	134 29
111	248	I. H. Mayer.....	22 86	183	83	M. J. Murphy.....	25 71
112	323	G. A. Webb.....	22 86	184	511	A. J. Mooter.....	22 86
113	444	Wm. C. Boyle.....	14 29	185	401	James R. Garrett.....	21 43
114	507	H. B. Westenhaver.....	94 29	186	254	D. D. Hall.....	20 00
115	427	B. P. Gilman.....	62 86	187	8	C. A. Blackman.....	50 00
116	63	J. P. Murphy.....	199 29	188	495	T. J. Cowell.....	74 29
117	606	S. H. Kelm.....	66 43	189	336	A. L. Elwell.....	160 00
118	238	R. R. Jacobus.....	38 57	190	408	Wm. Hettesemer.....	36 43
119	270	W. B. Dale.....	94 29	191	208	R. R. Stockwell.....	64 29
120	301	James H. Lester.....	51 43	192	666	E. S. Manley.....	25 74
121	538	W. M. Davis.....	14 29	193	23	John F. Wiegell.....	11 43
122	400	H. L. Dollahan.....	20 00	194	425	A. A. Conger.....	91 43
123	471	Fred Miller.....	85 71	195	86	Frank Martin.....	122 86
124	181	Rush A. Eddy.....	128 57	196	328	Robert E. Campbell.....	150 00
125	504	Herbert E. Reynolds.....	11 43	197	31	F. W. Warner.....	120 00
126	146	P. R. McCosh.....	101 43	198	444	Wm. C. Boyle.....	108 57
127	620	J. A. Parrott.....	142 86	199	194	H. L. Pershing.....	20 00
128	758	N. W. Rice.....	91 43	200	28	Elmer B. Green.....	100 00
129	471	F. M. Carden.....	77 14	201	178	T. H. Shaw.....	25 71
130	401	George W. Goolsby.....	85 74	202	494	L. N. Morrill.....	2 86
131	423	Z. T. Jacobs.....	102 86	*522	197	N. E. Dowdy, Adv.....	400 00
132	385	F. Smith.....	25 71	*818	210	J. L. Fickling, Adv.....	150 00
133	383	H. L. Huber.....	117 14	*821	511	F. E. Kemp, Adv.....	95 00
134	782	J. F. Chappell.....	508 57	*822	585	I. B. Holman, Adv.....	65 00
135	200	Roy H. Hummel.....	77 14	454	562	Richard Braund, Bal.....	34 29
136	866	P. Harveson.....	20 00	14	66	Frank E. Search, Bal.....	40 00
137	838	J. R. Folmer.....	85 71	*949	745	Chas. A. Robinson, Adv.....	90 00
138	339	G. F. Gill.....	25 71	944	19	R. M. Robinson, Adv.....	170 00
139	582	John W. Bickell.....	111 43	*457	498	C. A. Haigler, Adv.....	50 00
140	29	Jerry D. Batie.....	180 00	*883	66	Alfred Kennedy, Bal.....	21 43
141	225	N. B. Whedon.....	11 43	*888	591	F. Rempe, Bal.....	340 00
*142	179	H. T. Roessler, Adv.....	260 00	417	190	Thomas Bishop, Bal.....	174 29
143	287	J. E. Divelbiss.....	25 71	876			
144	539	J. B. Blacknall.....	34 29				
145	313	Otto C. Heckart.....	47 14				

\$11501 52 \$11501 52

Total number of Weekly Indemnity Claims, 130. \*Number of Advance Payments on Claims, 11.

\*\*\*Error in time claimed, 1.

## INDEMNITY DEATH CLAIMS PAID APRIL 1, 1916.

Claim	Div.	Name	Amt. Paid
168	784	George W. Rait.....	\$1,000 00
169	836	George E. Punshon.....	2,000 00
170	187	Wm. D. Oland.....	2,000 00
			\$5,000 00

\$16,501 52

Total number of Indemnity Death Claims, 3.

Weekly Indemnity Claims paid from December 1, 1906, to March 1, 1916..

\$762,491 27

Indemnity Death Claims paid from April 1, 1907, to March 1, 1916..

290,732 14

\$1,053,223 41 \$1,053,223 41



Tasacloosa.....450	Quebec.....753	Jeffersonville.....712	Little Creek.....38	Jersey City.....497	OKLAHOMA.....390
Tasumbia.....423	Richmond.....142	La Fayette.....20	Bay City, W. S.....338	Paterson.....621	Chickasha.....623
Arizona.....515	Riviere du Loup.....20	Logansport.....612	Detroit.....612	Phillipsburg.....80	Enid.....680
Douglas.....515	Sherbrooke.....694	Logansport.....612	Detroit.....612	Port Morris.....167	Fairview.....788
Prescott.....647	St. Lambert.....757	Michigan City.....300	Durand.....660	Red Bank.....608	Haleyville.....680
Tucson.....29	COLORADO.....361	New Albany.....361	East Tawas.....482	Union Hill.....234	Heavener.....681
Winslow.....134	Alamosa.....615	Feru.....840	Escanaba.....116	NEW MEXICO.....390	Hugo.....638
Argos.....278	Colorado City.....819	Princeton.....343	Gladstone.....296	Chama.....204	Muskogee.....711
Argentina.....654	Denver.....186	Richmond.....598	Hancock.....564	Clovis.....611	Muskogee.....711
Cottor.....701	Denver.....451	Seymour.....39	Ionica.....508	E. Las Vegas.....371	Muskogee.....711
Eldorado.....738	Denver.....731	Terre Haute.....25	Marquette.....94	Raton.....251	Baker City.....700
Fort Smith.....415	Canon City.....644	Terre Haute.....461	Owosso.....742	Tucuman.....748	La Grande.....363
Harrison.....182	La Junta.....206	Washington.....238	Port Huron.....304	NEW YORK.....46	Portland.....238
Little Rock.....658	Pueblo.....59	IOWA.....526	Saginaw.....6	Traverse City.....742	Portland.....238
Pine Bluff.....528	Salida.....199	Belle Plaine.....526	MINNESOTA.....860	Auburn.....869	Portland.....238
Van Buren.....624	Sterling.....727	Boone.....430	Burlington.....151	Austin.....102	Roseburg.....476
CALIFORNIA.....739	Hartford.....305	Cedar Rapids.....159	Bemidji.....302	Binghamton.....709	PALESTINE.....130
Bakersfield.....739	New Haven.....71	Centerville.....66	Breckinridge.....356	Brooklyn.....419	PALESTINE.....130
Dunsmuir.....423	New London.....348	Cherokee.....699	Crookston.....342	Brooklyn.....419	PALESTINE.....130
Fresno.....126	DELAWARE.....374	Clarion.....655	Duluth.....308	Buffalo.....328	Albion.....322
Los Angeles.....660	Delmar.....374	Clinton.....184	Duluth.....308	Buffalo.....328	Albion.....322
Los Angeles.....660	Dist. Columbia.....113	Melrose.....113	East Buffalo.....644	Buffalo.....328	Albion.....322
Needles.....363	Washington.....160	Des Moines.....778	East Buffalo.....644	Buffalo.....328	Albion.....322
Oakland.....800	FLORIDA.....770	Elk Grove.....211	East Buffalo.....644	Buffalo.....328	Albion.....322
Riverbank.....839	High Springs.....770	Elk Grove.....211	East Buffalo.....644	Buffalo.....328	Albion.....322
Roseville.....415	Jacksonville.....302	Eldon.....605	East Buffalo.....644	Buffalo.....328	Albion.....322
Sacramento.....161	Miami.....823	Fetherville.....605	East Buffalo.....644	Buffalo.....328	Albion.....322
San Bernardino.....938	New Smyrna.....275	Fort Dodge.....238	East Buffalo.....644	Buffalo.....328	Albion.....322
San Francisco.....361	Pensacola.....775	Fort Madison.....311	East Buffalo.....644	Buffalo.....328	Albion.....322
San Rafael.....704	Sanford.....269	Manly.....813	East Buffalo.....644	Buffalo.....328	Albion.....322
Stockton.....774	AMERICA.....449	Marshalltown.....67	East Buffalo.....644	Buffalo.....328	Albion.....322
Tracy.....692	Atlanta.....377	Mason City.....233	East Buffalo.....644	Buffalo.....328	Albion.....322
CAN.-BRITISH COL.....688	Atlanta.....377	Mason City.....233	East Buffalo.....644	Buffalo.....328	Albion.....322
McBride.....843	Atlanta.....377	Mason City.....233	East Buffalo.....644	Buffalo.....328	Albion.....322
Granbrook.....663	Atlanta.....377	Mason City.....233	East Buffalo.....644	Buffalo.....328	Albion.....322
Kamloops.....821	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Vancouver.....820	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Nelson.....679	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Prince Rupert.....111	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Revelstoke.....657	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
MANITOBA.....667	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Brandon.....818	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Dauphin.....797	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Souris.....699	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Transcona.....816	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Winnipeg.....76	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Winnipeg.....76	Augusta.....624	Ottumwa.....538	East Buffalo.....644	Buffalo.....328	Albion.....322
Edmonton.....817	Glenns Ferry.....31	Ellis.....141	East Buffalo.....644	Buffalo.....328	Albion.....322
Hanna.....854	Montpelier.....323	Emporia.....130	East Buffalo.....644	Buffalo.....328	Albion.....322
Lethbridge.....750	Pocatello.....228	St. Scott.....237	East Buffalo.....644	Buffalo.....328	Albion.....322
Calgary.....856	Goodland.....422	Conception.....597	East Buffalo.....644	Buffalo.....328	Albion.....322
Medicine Hat.....856	Aurora.....32	Herlington.....261	East Buffalo.....644	Buffalo.....328	Albion.....322
ALBERTA.....822	Beardstown.....865	Holingshead.....19	East Buffalo.....644	Buffalo.....328	Albion.....322
Biggar.....847	Bismarck.....616	Kansas City.....81	East Buffalo.....644	Buffalo.....328	Albion.....322
Kamsack.....825	Centralia.....24	Kansas City.....81	East Buffalo.....644	Buffalo.....328	Albion.....322
Melville.....764	Champaign.....602	Kansas City.....81	East Buffalo.....644	Buffalo.....328	Albion.....322
Moore-Jaw.....716	Charleston.....246	Leavenworth.....412	East Buffalo.....644	Buffalo.....328	Albion.....322
N. Battleford.....716	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Prince Albert.....832	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Regina.....828	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Saskatoon.....716	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Sutherland.....738	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
NEW BRUNSWICK.....138	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Campbellton.....138	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Moncton.....162	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Woodstock.....341	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
W. Ed. St. Johns.....479	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
NOVA SCOTIA.....822	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Bridgewater.....822	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Gloucester.....822	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Halifax.....247	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Stellarton.....566	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Sydney, C. B.....663	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Truro.....149	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
ONTARIO.....486	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Allandale.....486	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Bellefleur.....189	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Bridgford.....679	Chicago.....392	Neodesha.....270	East Buffalo.....644	Buffalo.....328	Albion.....322
Brookville.....118	Dupo.....674	Louisville.....365	East Buffalo.....644	Buffalo.....328	Albion.....322
Chapleau.....319	East St. Louis.....49	Ludlow.....609	East Buffalo.....644	Buffalo.....328	Albion.....322
Cochran.....825	East St. Louis.....49	Ludlow.....609	East Buffalo.....644	Buffalo.....328	Albion.....322
F. Williams.....248	East St. Louis.....49	Ludlow.....609	East Buffalo.....644	Buffalo.....328	Albion.....322
Hamilton.....133	La Roche.....512	Richmond.....855	East Buffalo.....644	Buffalo.....328	Albion.....322
Havelock.....658	Galesburg.....62	Somerset.....868	East Buffalo.....644	Buffalo.....328	Albion.....322
London.....68	Galesburg.....62	LOUISIANA.....571	East Buffalo.....644	Buffalo.....328	Albion.....322
London.....628	Joliet.....478	Algiers.....581	East Buffalo.....644	Buffalo.....328	Albion.....322
Lindsay.....174	Kanawha.....77	Bogalusa.....77	East Buffalo.....644	Buffalo.....328	Albion.....322
Milpico.....747	Ladd.....789	Whitefish.....755	East Buffalo.....644	Buffalo.....328	Albion.....322

1916

# LOCOMOTIVE ENGINEERS JOURNAL

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Vol. 50

JUNE, 1916

No. 6



# Thirty Years Ago— and Today—

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## Coca-Cola

is the railroader's one best beverage—the safety-first drink.

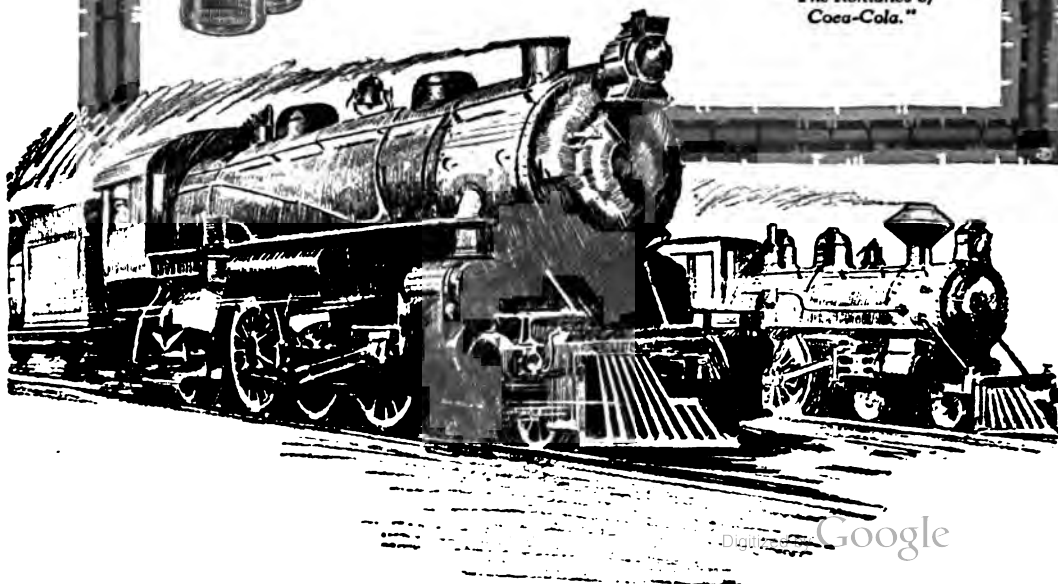
The two locomotives pretty well represent Coca-Cola's growth in universal popularity. Its delicious wholesomeness has given it the best run—made it the biggest thing on the Soda Fountain Route, compared with its own past and with other beverages.

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## The Blue Butterfly

BY AGNES G. BROGAN

Harrison Morris glanced down the hotel veranda with its long line of rocking occupants and considered how best to make his escape.

The mountain resort was an ideal writing place, and the new book was progressing, but this three times a day journey to the hotel for meals, with its forced associates, was, to use his own expression, "getting on his nerves." He thought gratefully of the distant bungalow as he sought out the least frequented path. No doubt the ever-present matron would hail him, to tell gushingly of how she "did enjoy his books," or some vivacious maiden would seek to claim him for tennis. How tiresomely alike they all were, not an original study among them!

"Oh, Mr. Morris!" called "The Dowager," suddenly appearing in the doorway. "Surely you are not going to desert us so soon?" "The Dowager" was a name bestowed by the bantering guests upon this impressively imposing figure.

"My daughter and I were just speaking of you. She wished to ask—what was it you wished to ask, dear?" The tall, pale-faced girl with somber eyes regarded her mother half contemptuously.

"Mr. Morris is in a hurry," she said. With a flicker of interest he awaited the girl. "If I may be of assistance"—he began. Silently the girl descended the steps at his side, then paused abruptly.

"Mother wished me to become acquainted with you," she told him. "That is all." Before he could reply she was gone, being joined presently by a gay lieutenant.

With an amused smile the author gazed after them. She was a strange, morbid creature, this girl. He had noticed that from the first. An imaginative person might say that her dark eyes were filled with haunting fear. There was something suggestively tragic in Miss Vandenburg's bearing, or perhaps it might be inherited pride. The Vandenburgs, he had heard, came of an old though impoverished family. However, her slight interest for him had vanished before he resumed his work, and upon returning to the hotel at evening he found the chairs rocking excitedly.

A dance was being planned for the following week, with much discussion of costumes for the occasion, and the lieutenant joined in from his perch at Evelyn Vandenburg's feet. Morris picked his way silently among them—better to be thought unfriendly than to be cornered for a profitless evening—and so, coming hastily to the end of the veranda, he almost stumbled against a small crouching figure apart.

Low upon the top step her brown rumpled head resting against a pillar, sat a girl busily engaged with embroidery. So absorbed was she that her face was not raised as Morris begged pardon. Embarrassed, he stooped to restore the silken

skeins his carelessness had displaced. In absent acknowledgment the girl nodded, her eyes still upon her work. He was conscious as he went on of a butterfly—a huge bizarre blue butterfly—embroidered on linen.

Behind his protecting screen he sat at table and was impatiently annoyed to find his eyes seeking again and again that bent, absorbed head. Then as the very last guest entered the dining-room the girl



A rotary snow plow at work on the Gilmore & Pittsburg Ry., in the January snow blockade.—Courtesy Bro. J. G. Hain, Div. 228.

folded her work, and Morris saw her. One straight, comprehensive glance told him that she had been aware of his covert watching, but the glance was quickly followed by a frank, reassuring smile. Morris under the influence of some unexplicable emotion caught his breath. It was as though it was a true and friendly hand had grasped his own. Into the very recesses of his heart went that sunshiny smile of good-will. "Who was the little creature?" Morris also smiled as she stepped all unconcerned in her middy blouse into the midst of that assembly of

fashion. But as he came out again upon the veranda she was there before him—down upon her humble seat, the embroidery in her hands. Curiously Morris lingered.

"Who is she?" he asked of the lieutenant.

The youth's eyes widened. "You've got me," he replied. "You've got all of us. We don't know. Only it affects us differently from the women. They—don't want to know; we—do."

Morris laughed.

"Alone here?"

"Quite alone," answered the lieutenant. "Came to our last donce in a muslin frock and danced with—me." He looked ruefully over at the bowed curly head. "I'd take her every place if she'd let me, but she won't. Won't let anyone. Tends to her own darned little business every day and sews blue butterflies. That's what the girls have nicknamed her—'The Blue Butterfly'—but it strikes me they're not so far off. Ever see her eyes?"

Back to the author came the memory of an illuminating smile. "Yes," he said slowly, "I've seen her eyes." He was still musing over the name as he approached the steps. Perhaps there might be "material" here. "I must ask your pardon," he began tentatively, "for my rudeness of a short time ago. I was really in such a hurry that I did not see you."

The girl arose abruptly, moving down to install herself in the very center of a forbidding group. "The pardon was granted long ago," she flung back at him. Still he lingered, lighting a cigar, and to him came fragments of a conversation.

"The last big robbery at Findley's resort"—"Necklace never recovered"—"And those old family jewels taken from the Morgans' dance"—"Even at Mrs. Vandenburg's, you remember?" "Never recovered your rings, did you, Mrs. Vandenburg?" "The Dowager" laughed caustically. "No," she said, "and never expect to while we have such a police system. Wasting time searching our trusted servants, while the culprits escape to the ends of the earth."

"But did you not," persisted a voice, "suspect some certain person?" Evelyn

Vandenburg arose and crossed the veranda. "Teddy," she asked of the lieutenant, "will you take me for a walk?"

Unnoticed the little "Blue Butterfly" rolled up her work and passed out among the shadows. Here later the author, ruminating upon his homeward way, found her. Involuntarily he stopped to speak, then saw that she was not alone. A stocky man in flashy checked suit accompanied her. Morris was surprised at his own displeasure at the fact of the girl's choice of a companion. "What was it to him?" seriously he asked himself the question. Until an hour or so ago he had not known of her existence.

"She's a regular 'witch woman,'" the lieutenant told him one day. "Flicks her eyelids at us, and we all do as she likes. Made Warner, the manager, put her next to the Vandenburg's table today and the old lady's furious. 'Who is she,' she cries, 'and where does she come from, forcing her way unchaperoned and unknown among the best people? Thought this was a responsible place.'"

Rounding an arbor upon the grounds later, Morris was chagrined to find himself an eavesdropper at a conversation.

"I simply must have a new gown for the dance," Evelyn was complaining. "I'm tired of trying to play good appearance."

"Better try to play for the author," her mother's voice replied, in grim humor, and Morris hurried on disgustedly. There was something refreshing, just then, in the thought of the girl who avoided his presence. He could not deny it, deliberately the unknown one repulsed him. He was curious, with a "curiousness" which was anxiety, to know her better. Now from the shadows beyond the veranda he heard them berating her.

"Of course she's not straight," cried a woman's voice. "No name on the register, no place of residence, and we have seen her choice of friends. An adventuress, a thief perhaps here in our very midst, and we can do nothing. When one complains Warner shrugs his shoulders, while the brazen thing sits unmoved and embroiders her blue butterflies." The voice ended in exasperation, and close to the author's elbow came a

low, shuddering "Oh!" Morris turned in the semidarkness to see the girl.

"You heard," she whispered tremblingly. "Do you believe that?" In quick sympathy he sought her hands and, finding them, an overwhelming wave of emotion swept over him.

"No," he murmured huskily; "I believe you are all that a woman should be." His voice broke. "I—love you," he said. And then the miracle hap-



Snow blockade, Jan., 1916, Gilmore & Pittsburg Ry., Armstead, Montana, to Salmon, Idaho, after the snow plow's work.—Courtesy Bro. J. G. Hain, Div. 228.

pened. Very simply and tenderly the girl crept for a moment into his arms and clung there, the next she was gone. Upon his enchanted homeward way he tried to remind himself that he did not even know her name. But, as Shakespeare says, "What's in a name?" Her arms had clung.

The next morning the veranda occupants were wild with excitement. Another jewel robbery had taken place, and here in the hotel. Mrs. Stuyvesant's pendant had been stolen directly after

dinner, and the night before "The Dowager's" old pearl necklace had been taken, too, while she and her daughter were out in the arbor. "It was strange," they added meaningly, "that the mysterious maiden alone should be free from attack." That mammoth diamond still sparkled upon her finger, though it was even more strange that the girl should be in possession of such a wonderful stone. Miss Evelyn, quite a connoisseur in dia-



A rotary snow plow at work, Canadian Pacific, Moose Jaw, Sask., Can.—Courtesy Bro. J. G. Patton, Div. 610.

monds, had pronounced it genuine. But after luncheon, while excitement was still at white heat, the "Butterfly girl" proclaimed that the ring was gone. It had been taken while she was at table.

The dance that evening promised to be a great success. Evelyn, passing upon the arm of the lieutenant, smiled oddly at the author's expectant glance toward the doorway, for the "Blue Butterfly" had flown. Early in the evening came the rumor, to be later grudgingly verified by Mr. Warner. She had gone, the mys-

terious one, slipping quietly away during the preparations for the ball. Morris, painfully disappointed, made his way out upon the lawn, following half unconsciously, the path that led to that dear remembered spot. And there, beneath the screening trees, he found her. She was not alone and turned at his approach, with a startled cry. "Oh!" she murmured confusedly. "You!"

"They told me," Morris said severely, "that you had gone."

"I know," the girl interrupted, "and you must go back at once and say nothing. Please," she entreated and put out her hands. With a sigh he turned and strode into the house. The music had ceased, while the air seemed vibrant with subdued excitement. In her chair "The Dowager" discoursed loudly upon her favorite subject: "I, for one," she was saying, "am glad the girl is gone. Never fear, you'll all hear of her later. The cleverest ones are bound to be caught. I'm just as sure of having my necklace this minute, as if it were in my hands."

"Madam," said a voice suddenly, and its low distinctness reached the far ends of the room, "you are under arrest, and we will trouble you for those jewels. At once, please," added a deeper, peremptory tone.

Gasping, "The Dowager" struggled to her feet. The appearance of the girl whom she had been slandering had left her speechless, while behind the girl barred the stocky figure of the "checked clothes" man.

"You will come with me, Mrs. Vandenburg," he said. Quietly, Evelyn, of the "fear-haunted eyes," touched her mother's arm. "It will be best to go," she whispered.

At the door the detective turned with an ironical smile, "We have at last found," he announced, "the disposer of other people's jewels. Mrs. Vandenburg has long worked hotels and society at large, eluding our best detectives. It remained for Miss Margaret Moore to finally 'run her down.' That ring of Miss Moore's was her own idea of a decoy, and it worked. Good night."

About the senses of Harrison Morris the room swam dizzily, then through all

the chaos he saw coming toward him the girl of his dreams. "Do you mind so very much," she was asking, "about my playing detective? I did not want to take up that work, but it was forced upon me. We had lived this society life, father and I, and when he died I stood before his solicitors penniless, stunned, a girl unprepared. When society was startled by these robberies the officials sought me out for knowledge of the 'inner circle.' So it began. This," she smiled up at him, "is the way it ends. From tonight I live my life in my own way." She held out her hands to him. "Good-by."

All unheeding of the chattering throng, Morris grasped and held the proffered hands. "You know," he said tensely, "that between you and me there can be no goodbye. Just as you came to my arms that night, so you must come again. Then I shall hold and keep you forever." His voice broke tenderly. "Oh, my little 'Blue Butterfly,'" he murmured, "my wife!"

And as she drew away from him very gravely the girl nodded her head.

"Yes," she answered softly, "I will come."

### Bannerman's Castle

BY JOTHAM KINGSLEY

When Lora Matson returned from a year's absence in Europe she plied her mother with a hundred questions of persons and events. At last, when Mrs. Matson had laughingly refused to answer another inquiry that night, Lora barred the door and turned a lovely, mischievous face to her.

"Just one more question, mother, dear," she pleaded. "Do tell me what has happened to the old Wayne place next door. As we drove up this afternoon I could see that it has been thoroughly repaired and painted and that a high brick wall has been built around the grounds. Did old Colonel Wayne die?"

"Yes, shortly after you sailed. I thought I wrote you about it, Lora. The property was sold three months ago, and the purchaser has spent a small fortune on restoring it. They say that the interior is furnished in exquisite taste, thoroughly

English in style. Did I tell you that Mr. Bannerman is an Englishman?"

"Bannerman?" repeated Lora breathlessly. "Is that the name of the new owner?"

"Yes—Lionel Bannerman. He seems to be a gentleman of wealth and leisure."

"How does he look, mother?"

"I have never seen him. He is rather a recluse. Your father had occasion to call upon him regarding boundary lines



Steel plow in snow work, passenger service, Canadian Pacific Ry.—Courtesy Bro. J. G. Patton, Div. 510.

between the estates, and he remarked that Mr. Bannerman was young and very well bred. He rides past every morning. You may catch a glimpse of him, dear. His housekeeper told Hannah—this is gossip of the servant's hall and I should not repeat it—the housekeeper said that Mr. Bannerman was something of a woman hater and that he had shut himself up in this house and hoped to be free from intruders. That may be nonsense."

"Of course it might be," said Lora soberly, and she quietly kissed her mother



good night and went to bed in the dear familiar little room which she had occupied for so many years.

But she did not go to sleep for many hours. She lay awake looking out at the friendly stars keeping guard above the treetops.

She was thinking of a man she had met abroad—a fine, clean-cut Englishman who had fallen in love with her and asked her to be his wife. Lora had refused because she had not been sure of her own heart. His last words rang in her ears now and brought a thrill of admiration.

"I'll win you some day, Miss Matson," he had said quietly. "You know we Britons don't give up easily. I'll lay siege to your heart, and some day you'll capitulate. Until then—goodby, and God bless you!"

So he had vanished out of her life, and tonight he had been recalled vividly to her mind by her mother's recital of the new tenant next door. Lionel Fenwick had been the name of her lover, and Mr. Bannerman's name was Lionel. It was a strange coincidence that she should return home to find an Englishman self-immured in a castle almost at her own gates.

By morning she had forgotten the new tenant, and it was at the breakfast table that her father recalled him to her mind.

"I just passed Bannerman going for his morning ride," said Mr. Matson. "I suppose his castle is unprotected." He laughed genially.

"His castle! Why do they call it that?" wondered Lora.

"Just because he built a brick wall around the place and hasn't been especially cordial to visitors. They say an Englishman's house is his castle, and he seems to live up to the tradition."

"The gardens are lovely," remarked Mrs. Matson.

Lora was very silent. She was the first to leave the table, and her parents watched her as she disappeared through the glass doors that led on to a side porch.

By one accord they jumped up and went to the doors.

"My dear," breathed Mrs. Matson, clutching her husband's sleeve, "she is actually going down the syringa path—

and it leads through the wicket gate into the Bannerman place."

Mr. Matson chuckled. "I knew it. Lora is an explorer. Before she returns she will probably discover why Bannerman is a woman hater."

"The naughty child," sighed Mrs. Matson, but there was a smile on her lips as she returned to her unfinished breakfast.

Lora, charming in a pale pink linen frock, with her black hair pulled on top of her small, shapely head, went slowly down the syringa path to the wicket gate in the tall evergreen hedge which divided the two estates.

"It is odd that he did not build a wall here—at least, he may have locked the gate," mused Lora.

But no; the little gate swung easily on well oiled hinges, and she passed through into the wonderland of beautiful gardens.

It was a perfect reproduction of an old English garden, and Lora wondered how Mr. Bannerman had accomplished so much in such a short time. He must be a man of taste, she decided as she wandered enchanted through rose gardens and finally lost herself in the intricacies of a well-planned maze.

"How shall I ever get out?" she thought in dismay as she tried first one and then another path, only to find that it led her back to the same starting point.

Suddenly a great Persian cat walked majestically past her, gravely intent on the progress of a tiny grasshopper.

"The cat must know the way out!" cried Lora. "I will follow her."

The white cat caught the grasshopper, swallowed it with some difficulty and resumed its promenade. Lora walked beside him, and the two made a lovely picture. The Persian appeared to know the windings of the maze, for he turned here and there and finally pierced the heart of the maze—a circle of gravel where there was a small rustic summer house, in which were a table, some chairs and evidence of recent occupation.

On the table was a man's soft felt hat, a meerschaum pipe and a morning newspaper. There was also a gold matchbox with an intricate monogram picked out in tiny sapphires.

The white cat jumped upon the table

and curled into a furry ball, and Lora sat down in a deep wicker chair and closed her eyes for a moment.

It was all very peaceful and quiet there. Birds were singing in the trees outside the maze; somewhere a thrush was making marvelous melody. Bees hummed in and out of the trumpet vines that covered the summer house, and the summer sunshine was warm and pleasant.

The color deepened in her cheeks and there was a strange expression in her soft black eyes. She arose immediately with a charming air of confusion.

"Mr. Bannerman," she said hastily, "I must apologize for this intrusion—I wandered into the maze and became lost—I am waiting for the cat to lead the way out. I am your next door neighbor, Lora Matson."



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Presently Lora slept.

And the white cat slept and did not awake until a man's step sounded on the path. Then the Persian lifted its head and unclosed its green eyes and yawned, showing a coral red mouth and tongue to the man; then it curled into another nap.

The man stood there for some time looking at the pretty girl asleep in the deep wicker chair. The thick fringe of jetty lashes lay upcurled on her pink cheek, and her perfect lips were slightly parted.

Suddenly Lora's eyes unclosed, and she looked straight into the man's face.

Mr. Bannerman bowed courteously, said he was honored at Lora's early morning call and suggested that he might escort her outside the maze and let the white cat finish its slumber.

"It is a pity to trouble you," said Lora glancing at the pipe and newspaper.

"Trouble is a pleasure; one can read and smoke any time," was his answer.

Lora flushed deeper, and a little frown came between her brows.

She glanced up at Lionel Bannerman. One could find no fault with that fine, noble face, with its deep blue eyes, wavy

brown hair and well cut lips that appeared so grave one instant and almost smiling the next.

"It is very easy when one knows the way," remarked Mr. Bannerman, as Lora followed him out of the summer house and into the nearest path. "I always think a maze is like a woman's heart—hard to solve the secret—yet easy if one knows the way."

"And have you discovered the way as you have mastered the intricacies of the maze?" asked Lora saucily.

"I do not know—yet," he said gravely.

There was silence for a little while as they went slowly down a short path, rounded a curve of the clipped hedge and came upon a blank wall of evergreen.

Mr. Bannerman stopped and rumbled his brown hair with a puzzled expression on his face.

"Confound it all, I believe I've lost the way!" he exclaimed ruefully.

Lora could not repress a mirthful laugh.

"One does lose the way in mazes—just as they do—in other things," she managed to say.

"You mean in the way to a woman's heart?" he demanded quickly. "I lost the way to a woman's heart once, but I vowed I'd find it—well"—he hesitated and eyed her uncertainly.

But Lora had snatched at her lace frills and was intent upon plaiting them. The black lashes swept crimson cheeks now.

A pair of strong brown hands gently drew the laces from her grasp, one hand held her own pink fingers, while the other hand tilted her dainty chin so that the man could see the shy, black eyes.

"Have I found the way, Lora?" he asked.

"You ought to know, Lionel," she whispered, and the last word was murmured on his broad shoulder.

"But you refused to recognize me in the summer house," he said after awhile. "I should have thought you would have been surprised at my appearance!"—

"I was waiting for you," confessed Lora.

"Waiting for me? Then you knew—your parents have told you that Lionel Bannerman Fenwick had planted himself

at your gates in order to win you and that I dropped my family name and"—

Lora's hands closed his lips.

"They told me that an English ogre, Lionel Bannerman, had immured himself in a castle and that he hated women. So I came through the wicket gate"—

"I knew you must come some day, so I left that one open," he interrupted boldly. You told me once about the syringa path, you know."

"So," went on Lora, dimpling with happiness, "I determined to find out if my suspicions were well founded—and I really got lost in your absurd maze—and the white cat led me to your hat and pipe, and your gold match case with its familiar monogram—and you know the rest, sir!"

"You mean that I have found the way to one woman's heart?" he whispered, and as Lora was in his arms her answer must have been entirely satisfactory.

### Jim Gay

BY ELEANOR MARSH

A man rode up to a settler's cabin in the far West, threw himself from his horse and asked for something to eat. The settler was not at home, but his wife received the stranger, and her daughter, a child of 12, looked up at the man with a pair of big black eyes wondering.

The mother was evidently troubled at his coming, but children are not aware of the differences in persons, and the daughter, who seldom saw anyone except her parents, did not seem ill-disposed toward him. On the contrary, his arrival was something out of the common in her life. The man was young, not over 21, and not bad looking, but there was something in his appearance to make the elder woman shudder. She set out some bread and meat for him. It was not very tempting, and he asked if it was the best she could do.

"Mother," said the girl, "you have forgotten that you made pies yesterday."

The mother cast a quick reproving glance at her daughter and, going to a cupboard took out a pie and placed it on the table before the stranger.

"Wouldn't you like a cup of coffee?" asked the child.

"Reckon I would," replied the man.

The woman frowned, but her back was turned toward the man and he did not see her face. Besides, his attention was fixed on the child, who was instrumental in bringing forth what there was in the larder. He was fighting his way through the world. His hand was against every man, and every man's hand was against him. He was touched by the only kindness he had received in a long while.

The woman made the stranger a cup of coffee, and having eaten and drank, he said:

"I've had a square meal, thanks to you, sissy. Now I'm going to have a sleep. In case you see or hear anyone coming, little girl, wake me at once."

"If you're sleepy," said the child, "why do you want to be wakened?"

"See here, younker; if some men come along they're probably hunting for me, and the sooner you awaken me the better it will be for me."

"Why are they hunting you?"

"To hang me."

The girl paled, but asked no further questions. The man stretched himself on a bunk fixed to the wall in the living, dining and bedroom in one, while the woman went to the other room, the kitchen, and washed the dishes. The stranger must have been long without sleep, for no sooner had he stretched himself on the bunk than he fell into a deep slumber.

There is something so inoffensive, so powerless, about a sleeper, as always to attract sympathy. In this case sleep seemed to relax the man's features so that the animosity against mankind so marked upon it when he was awake disappeared. Twenty-one is the very beginning of manhood, and the youngster, his face being in repose, was singularly handsome. Perhaps the girl was old enough to feel drawn to one of the opposite sex. At any rate, she looked upon him sympathetically out of her great black eyes and presently got a blanket and threw it over him. Then, remembering what he had said to her, she went outside and scanned the country roundabout. Far in the distance she saw several men on horseback galloping toward the cabin.

The sleeper was conscious of hearing voices.

"Mother, some men are coming. I'm going to wake him up."

"Do no such thing. He's a desperado, quite likely a horse thief. Let him alone, and they'll get him."

"I won't; they'll hang him."

Then the man felt himself shaken. He started up.

"They're coming," said the girl.

The man sprang to the door, shaded his eyes with his hand against the sun, caught the child in his arms, kissed her, vaulted on to his horse and dashed away.

Not long after his departure a posse rode up to the house.

"Anybody been here?" asked one of them.

"Who are you looking for?" asked the woman.

"Jim Gay, the card sharp. He took \$500 last night from a greenhorn in Silver City."

"Well," replied the woman, "a young fellow has just been here and lit out. Reckon if you go that a-way (pointing) you'll be on his track."

The men rode on, leaving the mother and daughter together, the latter receiving a scolding for protecting the stranger. The father came in later, and when told that Jim Gay, the card sharp, had been there and had been saved from capture by his daughter he gave her another scolding.

"Who is the fellow, anyway?" asked his wife.

"I never saw him, but they say he's the slickest man at cards in the territory. He doesn't take much interest in doing a sucker. He rather runs to men who pride themselves on being up to all the dodges in the profession. But he's skinned so many of them that they won't tackle him any more."

"Papa," said the girl, "is it wicked to play cards? You play cards sometimes, don't you?"

No response was made to the question. The father's besetting sin was the gambling table.

During five years following this episode the country round about the settler's

cabin was filling up, but with that rough element which seeks new countries. Silver was what attracted the crpwd, and many were growing rich from the mines. Scarborough, the settler, was in a position to avail himself of opportunities; but, being subject to a passion for gambling, whenever he got a good thing he gambled it away. In vain his wife pleaded with him to keep away from the gaming tables. It is singular how credulous are those who are afflicted with this passion. And yet is not the passion so strong that they are swept away by it, knowing that the chances are all against them?

Meanwhile the little girl who had saved the card sharp was growing to be a woman. She was a serious character, for she lived in a country where she saw a great deal to indicate to her that the world is not a bed of roses. Then, too, she experienced trouble at home. Her father was a bright man, but they say "death loves a shining mark," and it is hard to find a person with a superior intellect who is not handicapped by some glaring defect. Just as soon as Scarborough made a deal by which he pocketed a handsome profit he would go to a gambling den and lose it, and that, too, to men who were his inferiors.

One evening Scarborough, who had just sold a piece of property for \$3,000, was being relieved of it by a gang of sharpers. While he was playing a young man of clerical cut and wearing a white cravat entered the den, and taking position in the center of the room, began to speak against the gambling passion. The proprietor looked at him as though uncertain whether to stop him or let him proceed. Seeing that no one in the room paid any attention to the speaker, he chose the latter course.

While the young clergyman was inveighing against the sin of gambling a girl of seventeen entered and, moving straight to Scarborough, put her arms about his neck and begged him to come away.

"Mother says that you will lose all the money received for the sale of the property," she pleaded.

"I've lost it already, but I'll get it back again, and more too."

"Oh, father!"

"Just you go home and tell your

mother not to worry. I'll come out all right."

When the girl entered the gambling house the clergyman ceased his remarks on the sin of gambling and fixed his eyes upon her intently. He heard what she said to her father, and when he refused to go away with her the clergyman went over to the table where her father was playing and looked over the game.

"Gents," he said presently, "would you mind a man of the church taking a hand in this game?"

There was a burst of laughter and much chafing of the clergyman at having preached against gambling and then going back on all he had said. But the men at the table, except Scarborough, were all card sharps and thought what a fine thing it would be to fleece a parson. He was admitted to the game with a welcome and, taking \$100 from his wallet, invested the amount in chips.

Never at that board had such hands been held as by the parson. If the best hand against him was a full of nines he held a full of tens. When he dealt the cards it seemed that he was enabled to give the others such hands as would draw them out, and he always topped them. The chips all came his way, and before long he had a pile before him that filled the others with envy. Then he said:

"Gents, no more playin' for chips. Cash these and let the game go on for hard money."

Since he was winner, there could be no objection to this, and the game proceeded on a money basis. When the parson had won more than \$2,500 he suggested a jack pot. The betting was opened with a pair of queens. The parson bet so high that he drove all the rest out except one man. When he was called and showed his hand he was found to hold four kings and an ace. He won \$500 on that hand alone. Turning to Scarborough, he said:

"How much money did you bring in here?"

"Thirty-two hundred dollars."

The parson counted out the amount, pushed it toward him, deducted the hundred dollars he had begun the game with and left the balance on the table.

"You're a fine parson, you are," said

the man who had lost the jackpot. "Who are you, anyway?"

"I'm Jim Gay, who used to be known in these parts for the slickest card shifter of all professionals.

"One day, when a posse was after me, I got into the cabin where this man and this girl were livin'. The girl was a child then, but against her mother's wishes she warned me of the coming of the committee and enabled me to show a clean pair of heels. Somehow I couldn't get her kindness out of my head, and it worked on me till it reformed me. I concluded to get an education to preach, so that I could spend the rest of my life exposing men who fleece and are fleeced. Do you remember me, little girl?"

"Yes, I do."

The three of them took the regained funds to Scarborough's cabin. It was invested in a silver mine and made the family comfortable. The father never gambled again, and Mable Scarborough, as Gay's wife, is now assisting him in his crusade against gambling.

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### His Monument

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BY AGNES G. BROGAN

Old Charlie's life began with the coming of the children's mission to the shore. Eighty birthdays or more had he known on this same sandy beach.

Then one day when the tempting odor of his favorite ginger cookies filled the air Charlie's real life began. It was a group of romping Fresh Air mission children who attracted his attention. They were drawn to his place, no doubt, by that same delicious odor. Charlie's glance was forbidding. "Now, look a-here," he commanded! "You scamper. Don't come a trackin' up my steps!" But one little maiden lingered unafraid. Beneath a shock of fair curls her witching eyes looked up at him.

"If you please," she said, "I would like three cookies." Charlie chuckled. "Three!" he exclaimed. "I want them," the little girl told him, "for the Borinsky children. They have never had any cookies." Behind their spokesman the Borinsky children waited hopefully.

"Land!" said Charlie. (It was his one exclamation, but he brought forth a plate heaped generously.) "No, thank you," the unusual young person remarked. "I did not ask for the cookies for myself." Grinning widely, old Charlie watched her down the sands.

"There's a nervy one," he murmured delightedly. "Spunky, too." The next morning she was back again, this time bearing in her arms a white bedraggled kitten. Uninvited, she confidently walked inside, appropriating Charlie's own big chair. "You'll keep the kitten, please," she said; "it cried last night all around the mission, and they would not let it in."

"Land!" ejaculated the old man. "Do you think I want to take keer of a cat?"

"You will," answered Miss Goldilocks. She smiled winsomely. "I like you," she said. Charlie took up the kitten, something unaccountable stirring in his breast. "You can come here and see it," he told her, "as often as the mission folks'll let you." He paused perplexedly. "You ain't like the rest of 'em," said Charlie. "How'd you come to get here?"

"Mother thought it best," the child replied in her pretty, precise way. "It is hot and crowded in the city, where we live, and we had not money to pay for country. You see"—she raised grievous eyes to his—"our daddy went and left us."

"Left a little thing like you?" said Charlie. But he added in quick encouragement, "He'll be comin' back again." The child shook her head. "He can't, mother says, because he's broken his leg. People with broken legs cannot walk." "Sho!" said Charlie slowly. That's so—if mother told you." "And," continued the child, "mother has to work very hard to keep us both, so she cannot go away to find father. But if I stay here long enough perhaps she can save money to go. Then we will all be happy again. We were so happy! That's why they call me Joy."

"Joy!" whispered old Charlie. For a moment his roughened hand rested upon the curly head. "It's a good name," he said. Suddenly Joy leaned forward.

"Couldn't you go to find father?" she asked.

Charlie smiled. "Mebbe," he said, "mebbe, some day."

When he had finished reading his paper that evening Charlie drew forth in the lamplight an old tin box. Painstakingly he made a record of the savings within and added his evening's toll. Then, with furrowed brow, he bent to study a map and a drawing which had for him never failing interest and charm. The map was the plan of a nearby cemetery, the drawing that of a tall marble tombstone. If in this uncertain life old Charlie had lived and labored unrecognized it was his one dream and determination to leave a mark after death. Here his name should be pointed out to future generations, the resting place of Charles Jaffray—Charles James Jaffray. And so, gloating one morning over his little store, Joy, coming to visit her kitten, found him.

"What's it for?" she asked in her straight, childish way. And, delighting at last in a confident, old Charlie told her.

"That," said Joy softly, will be beautiful, and I shall come to place flowers about your monument."

When upon a never forgotten day Joy brought her mother to visit him Charlie thought at first that two children were coming together across the sands, so young and sweet and fair was the mother of Joy. Looking up with the same frank smile, she thanked him for his care of her daughter.

"Land!" said the pleased old man, "that wan't nothing! Reckon"—he smiled—"reckon Joy's my first love. She was telling me about her father," he went on, lowering his voice—"how he went away and didn't come back. I'm real sorry. Seems you put her off, lettin' on he'd broke his leg."

"But it's true!" cried the mother of Joy, her cheeks flaming and her eyes aglow. "He is the finest man in the world, Joy's father, the best. We should not have married on so little money. Our people told us so. But we did"—she tossed her head defiantly—"and we were happy, so happy, until the accident. It was an automobile, and it injured his hip.

At the hospital they could do little, and, oh, the suffering!" The girl covered her face, but soon her voice rang clear again. "Even then I could have managed had he trusted me. He was brought home from the hospital to spend his life in a wheeled chair. But I found a position, and it was good. After hours there was extra typing. Joy alone seemed to suffer, needing more care than I could give. So I decided to put love before pride—to send her here with those good people for the summer. Then, sitting there all day alone, her father reasoned wrongly. 'A double burden is more than even willing hands can bear,' he wrote. I found the cruel, self-sacrificing note when I came home at night, and he was gone. He would have good care, he assured me. But the place where he was going should be kept secret that I might not come to break his determination. Always I would have news of him, and he would hear of me. But until some easier way might be opened my husband would efface himself for my sake. Letters came, many and often, all dated from New York. How he had managed to get there I could not know."

In silent sympathy old Charlie reached over and touched the little mother's hand.

"And does it," asked the child at evening, "take so many dollars to buy a tombstone?" Charlie was counting the money back into the box, his fingers moving shakily. He nodded. "Reckon you'll have to take keer o' your cat for a day or two, Joy," he said. "I've got to go into town."

"Oh," she cried, her eyes wide and shining, "are you going to find my papa now? you said 'some day, mebbe.'" Charlie's horny palm closed in promise over the little soft one. "If I kin," he answered simply.

From hospital to hospital went the bent old figure, and then Charlie turned into the broad gateway of the place of his last hope. New York, he felt sure, was not the true hiding place of the crippled father. Letters might be forwarded from there in order to keep from the loved one the humiliating fact of the home city "poor farm." And Charlie found that he was right. His sharp old eyes soon sought out the wheel chair even in its secluded

corner. A young man, lifting his head in quick alarm at a stranger's approach, dropped it again at sight of the seaman's bent figure.

"How do?" said Charlie pleasantly. "Pretty tiresome, I reckon, a-settin' round all day. Been like this long?" The young man nodded brusquely.

"And they ain't no cure?"

"None." The word was shortly spoken. Sympathy, deep and true, shone in every line of Charlie's wrinkled face. The sick man, regarding him quietly, smiled in sudden friendliness. "Unless," he added, "I were rich; then there might be a chance."

"Sho!" Charlie was interested. "How's that?"

"There's a clever old customer, an Austrian surgeon, who sometimes fixes up a job like me. He's in New York now, but it would take more money than I'll have in all my crippled life just to bring him to look me over."

"Land!" murmured Charlie softly. "That's too bad!"

The young man laughed. "Oh, well," he said, "don't you worry about it."

"Too bad," Charlie repeated as he shuffled down the long corridor to the doctor's door.

"Come in," called a brisk voice, and old Charlie entered the attending physician's office.

Joy was waiting for him when he returned at evening—waiting upon his doorstep in the early twilight, the white kitten in her arms.

"You didn't find my daddy," she sighed resignedly. "But 'maybe' another day you'll bring him back to me."

"Mebbe," said old Charlie.

When the little mother came again upon visiting day she hurried eagerly across the sands with Joy.

"Listen, kind friend," she called, and waved aloft a letter. "It is from my husband." She paused breathlessly. "Such wonderful news. I must share it with you. He feared to write too hopefully, yet could not keep his hope from me. Some great Austrian surgeon has consented to take his case—to operate there in New York. The doctors have arranged

everything. If the operation is successful my husband will walk again." The girl's voice sang. Charlie turned reverently from the radiance of her eyes.

"An' then you'll be happy?" he asked. There was a subdued eagerness in the question.

"Happy!" She breathed the word tremulously.

"Reckon," said Charlie slowly, "that's real livin'—makin' folks happy."

It was Joy who finally told him the great news. How daddy had been sent to New York, where a great surgeon, like the wizard in a fairy tale, made broken limbs straight and strong. "And soon," said Joy, nestling close in the old man's arms, "my daddy will walk home again. But I'll come to see you after because I love you so, and—and I'll be sorry when you have your monument."

"As for that monument," said Charlie, "I've changed my mind. Reckoned it'd be better to rejoice in a livin' monument here than to have a piece o' marble when I'm dead."

"I'll bring you flowers," murmured the child sleepily. Old Charlie gazed tenderly down upon the little head against his breast. Over his rugged features came a look of great content. "Reckon, dearie," he said, "you're a-bringin' me flowers right now."

## Fatima

BY F. A. MITCHEL

Hendricks was cut out for a globe trotter and was furnished by inheritance with the wherewithal to be a world traveler. By the time he was 25 he had traveled in every civilized land on the face of the earth, and with many of them was quite familiar.

Then came the semi-civilized countries. He determined to begin with north Africa. He had read much of the great Sahara desert, its ocean of sand spread out with all the infinite sameness as the waters of the deep, the glare of day, the splendor of the starry dome above it at night. But it was the danger of traveling among the treacherous, cut-throat people who inhabit it that made Hendricks long to travel there. As soon as



he had become familiar with peoples similar to his own countrymen he went to Morocco, intending to plunge down into the desert.

Leaving Paris he made for Gibraltar, crossed the strait and found himself in Tangier. The transition across this narrow water was like going to sleep in England and waking up in Bagdad. On the one hand were officers of the English army surrounded by the people of Spain.

On the other were Arabs dressed in the white baranca universally worn, a swarthy people of diabolical countenance; snake charmers, with their snakes; indeed, such a people as one would meet in any Mohammedan country. It seemed to Hendricks that he had suddenly left the protection of civilized law to be subject to uncivilized plunder.

The first thing to procure for a trip into the desert was camels, which must be bought outright. Hendricks purchased several of these beasts and hired a couple of dozen natives, including a man to manage them who had a number of names, among which was Ali, and Hendricks at once seized upon it to designate the man. Ali attended to the purchase of the rest of the outfit, including tents, arms, ammunition, eatables, drinkables, etc. The arms and ammunition were about the most important articles, for the principal occupation of the denizens of the desert was robbery. The large through caravans were so well protected that little plunder was to be gained from them. The little force supporting a rich American having many tempting articles was a different matter. Ali informed the master that they would be subject to all sorts of stratagems for stealing purposes, but would not be likely to any open attack. To be robbed at wholesale they would doubtless be led into an ambush, in which case they would all be murdered.

All this lent zest to the expedition. Among the American's reasons for plunging into such an unattractive country one was to outwit the Bedouins.

He had not got well into the desert before the performance commenced. Of course a guard was established at night.

The third night after leaving Moroccan territory a sentinel was shot.

"Why did they do that?" asked Hendricks of Ali. "It seems to me murder for nothing."

"Don't deceive yourself, master," said the black. "Tonight another watcher will fall, and the next night another, and so on until our force is reduced to so small a number that they may overpower us."

Hendricks thought much during the day how this prospective killing might be eliminated. Before time for posting the guard for the night he said to Ali that the men were too stupid to be trusted on a watch; he would do guard duty himself that night. Taking his rifle he stationed himself behind a heap of sand and kept a sharp lookout for an enemy. The party had traveled all day without seeing a human or inhuman being. It seemed impossible that someone should rise up out of the sand at dead of night to kill a guard. Nevertheless Hendricks kept awake and, what was equally important, kept his eyes open.

Just before dawn he spied some sort of an animal in the distance wandering about as though searching for food. Hendricks watched the beast for awhile and made up his mind there was a man under its skin. Going into his tent he brought out a rifle, stuck the muzzle into the sand and hung a baranca over the butt. Having done this, he again took position behind his sand hill. It was not long before he saw a flash from where the animal stood, and a ball passed through the baranca. Hendricks fired at the beast, and it made off, apparently mingling with the sand.

That was the end of picking off sentries. The party traveled for some days without further molestation to an oasis, where they passed from the sand ocean to earth, trees, flowers, houses, and, above all, to water, for this article, so common elsewhere and therefore regarded of so little importance, is a chief necessity on the desert.

Hendricks, leaving his outfit and his men in care of Ali, put up at a hotel to enjoy the comfort of living in a house surrounded by tropical shrub-

bery. Directly opposite lived an Arab, a trader, and when Hendricks was sitting by his window a woman, young and somewhat comely in appearance, was to be seen in a room on the same floor as the American. She saw him looking at her and smiled at him.

Hendricks, though in the heyday of life, was averse to interfering with a woman belonging to a Mohammedan and went away from the window. The next morning a caravan started from the trader's house, and since Hendricks was prepared to move his own outfit, he left an hour later. When he went into camp in the evening the trader's more pretentious encampment was not a mile away. During the evening the Arab called on the American, appearing desirous of making his acquaintance. Indeed, before he left he seemed to have taken a great liking to Hendricks.

He had no sooner departed than Ali came to his master and warned him, declaring that the man might be a trader, but if he could overpower a smaller caravan than his own in the desert, kill every one connected with it and possess himself of the loot he would not scruple to do so. Hendricks assured his man that he would be very careful what he did, but said nothing of the woman who had smiled at him through her window.

Hendricks had promised the trader, or robber, or both, that he would return his call in the morning, breakfasting with him. Had he been warned by Ali earlier he would possibly have declined the invitation on the ground that he intended to move early. He did not fear a complication with the woman, for an Arab does not usually introduce his women to his men friends. In this case Hendricks was mistaken. The trader had three wives and they were all at breakfast with him and his guest. One of them was the woman who had smiled at Hendricks from a window, and she was the most attractive in appearance of them all.

She behaved decorously at table, but when Ali arose with his other wives to go into the living tent this woman, whom he called Fatima, kept her seat. When Hendricks started to rise she gave him a

look that indicated she wished him to remain. After a moment's hesitation he decided to accept her invitation. She spoke Spanish indifferently and Hendricks spoke a little of all the romance languages. Consequently with a mixture of French, Spanish and Italian they managed to make themselves understood.

Though the trader did not appear to object to his wife's tete-a-tete with the American, Hendricks felt uneasy. The woman seemed desirous of keeping him with her; but, seeing that he desired to get away, she at last arose, and they joined the others. Before he took his departure, while unobserved, she thrust a bit of paper into his hand. On reaching his camp he read it.

Remain in your present camp. Meet me after dark midway between your tents and ours.

No one but a fool or one ready for a desperate adventure would have accepted this invitation. Hendricks was not a fool, but he was ready to take any risk to gratify his curiosity, and he liked adventure. However, since he knew he would be risking his life and did not wish to leave the world without making some provision therefor he took Ali into his confidence.

Ali said at once that the woman was acting under the orders of her husband; that Hendricks would meet a bullet instead of a woman, after which the trader would swoop down on the others, murder them all and take possession of the effects. He begged his master not to keep the appointment.

His pleadings were of no avail. Then Ali asked him to permit him to go in advance. He would make it known that he was not the American, but an Arab, which he knew well how to do, and would thus discover the plot without getting killed. Hendricks was tempted by this plan, but could not bring himself to permit any of his men to take a risk that he would not take himself.

"No, Ali," he said, "I will keep this appointment, but I will go with a rifle at my shoulder and cocked."

"Your figure will be seen against the sky," replied Ali, "while one who meets you cannot be distinguished from the sand."

Hendricks profited by this advice and wore a light gray suit with a handkerchief tied over his head instead of a hat. Half an hour after dark he sallied forth, taking care not to expose his silhouette against the sky. Presently he saw a figure thus revealed. The Arab dress is such that he could not distinguish whether it was man or woman. He watched it advance toward him. Hendricks taking care not to present a mark for a bullet. But no bullet came, and presently he heard a woman's voice say:

"Follow me; I will guide you to my mistress."

Hendricks decided to take the risk. He followed the woman to a point a few hundred yards from the women's quarters in the trader's camp, and there stood the woman he was to meet.

"I am a white woman," she said. "My complexion is stained. I was captured with a caravan that was attacked and looted, the women being sold as slaves. Save me!"

"How?"

"Take me to your camp. Move on at once in a direction that will avoid this caravan."

"Why did your husband permit you to talk with me alone?"

"I offered to decoy you, agreeing to get you in my toils tomorrow."

Hendricks thought a few moments, then said:

"Come with me."

The next morning when the trader arose the Americans' camp was seen faintly on the horizon and but a short distance from an oasis. Fatima was missing.

### Dunston's Revenge

BY CLARISSA MACKIE

A man and a woman were riding on horseback over the broad acres of a western ranch. As they cantered on the girl chatted pleasantly, while the man listened, making brief replies. He was thinking of another matter than the one of which she was speaking. Suddenly he reined in his horse and facing her, said, more as if in anger than in love:

"Rose, I love you. I've loved you a long while. Will you be my wife?"

The girl, startled at such a proposition made in such a tone, drew back.

"I can't, Ralph; I can't. I would if I could, but—I don't love you."

"You can love me if you want to," he replied bitterly.

"Indeed, I can't."

"Then there isn't a chance for me?" asked Ralph Dunston hoarsely as he looked away.

Rose's brown eyes grew very pitiful, and she laid her little gloved hand on Dunston's bridal rein.

"I'm sorry, Ralph," she whispered in a distressed tone. "I'm sorry."

"That's enough!" he interrupted sharply. "I suppose it's Bert Slater. But I'll see he doesn't get you!"

"Well, honey, what's bothering you tonight?" asked Rufus Weldon of his daughter, as she sat in dreamy silence before the fire.

Rose sighed and then flashed a smile at her father. She went over and knelt beside his chair, leaning her dark head against his shoulder.

"Nothing much, dad," she answered after long silence—"only—only—only—well, father, it's Bert Slater!"

"The deuce!" exploded Rufus in pretended surprise. "You don't mean to say my foreman has the nerve"—Rose's hand covered his lips.

"I love him, father," she whispered. His arms went around closely, and it was thus Bert Slater found them. When he came in Rufus extended a hand to include him in the little circle.

"The matter seems settled, son," said Rufus humorously.

The period of Rose Weldon's engagement to Bert Slater was marked by anxious days and nights. She had not told her lover of Dunston's threat, nor had she confided in her father, for in either case one or both of them would have gone forth to administer punishment to the disappointed cowboy.

Then suddenly one day Rufus Weldon met death, and the horse that had thrown him had to be shot. Left alone on the ranch, with her nearest relatives some maiden aunts in Massachusetts, Rose gave heed to Bert Slater's pleading, and soon

they were married. Slater had invested some money in the ranch, and as Rose was her father's sole heir, husband and wife carried on the business in the same thrifty manner that had made Rufus Weldon comfortably rich as compared to many of his neighbors.

Of Ralph Dunston they saw little. When they did meet him Rose was all a-quiver with anxiety lest the dark browed man engage her good tempered husband in an argument that might foment trouble and end in the gun play that would give Dunston his long cherished opportunity to put an end to Bert's life and thus carry out his scheme of revenge.

But Dunston held himself well in hand. If he had little to say no one could marvel at his taciturnity in the presence of his successful rival, for the whole county knew that Ralph Dunston had loved Rose to distraction, and many people said that he had had a fair chance to gain her affections had not Slater come on from the East to join Rufus Weldon in the business.

But it had been a banner year in the cattle-raising country, and every one was so happy and contented that no one gave heed to Ralph and his cherished revenge. Outwardly he was gay and careless, and no one knew that his insouciance covered a heart brooding blackly over his coveted revenge.

As the months dragged by Rose gradually forgot Dunston's threatened revenge, and she dismissed it entirely from her mind when they placed her baby in her arms. Rufus Weldon Slater they named the little one, and in the joy of motherhood Rose included the whole world in her great warm heart.

When Dunston heard about the little Rufus he went for a long ride through the purple sagebrush, and when he came back his lips were smiling, but murder lurked in his black eyes.

The snow was falling thickly on that winter evening when Ralph Dunston set out to encompass his revenge. It was the very night for his purpose. Two half-breed Indians slouched after him on wiry horses, and one of these blanketed rascals was to draw Bert Slater from the house on some fictitious errand while the other

kidnaped Rose's little son. It was a very crudely planned affair after all, and showed the effect of long months of brooding over his fancied wrongs. Ralph was desperate now. He felt that by depriving Rose and Slater of their firstborn he could cause them greater pain than by simply taking Bert's life. He wanted Slater to suffer, too, and in death there was only release.

A light burned in the house, and a shadow flitted across the window shade. The bunkhouse was in total darkness. Dunston had chosen his night well, for it was the occasion of a big ball at Red Top, and there was not a soul about the place save the two Chinese cooks, and they were audibly asleep in the little hut which they occupied together near the corral.

Just as Dunston rode up to the doorstep to peer into the window the door was flung wide open and he started back.

Rose Slater stood in the doorway peering up at him like one distracted.

"Oh, Ralph," she cried in a relieved tone, "I am so glad it is you! I was afraid it might be someone I couldn't trust. Bert has broken his leg. There isn't a man about the place, and baby has the croup. He will die if you can't get the doctor here. Oh!" She leaned against the doorpost as Dunston slipped from his horse and rushed past her into the house.

"Come in and shut the door, he commanded gruffly.

"Where's the baby?" he asked curiously.

She pointed to the sofa drawn close to the fire and then snatched the bundle to her breast, rocking to and fro in helpless fear. From the bundle came hoarse choking sounds.

Ralph Dunston had been the oldest of 12 children, and he had seen his mother handle croupy babies in the distant past. It is remarkable how tenacious these home memories are in the breasts of the hardest of men.

"Don't you know what to do for the baby?" he asked sharply.

"I've given him croup medicine," began Rose helplessly, when the big man tossed his hat into a corner and strode into the kitchen, where Hop Sing's fire

was carefully laid for the next morning. A copper kettle of water on the stove was quite warm, and in a trice Dunston had lighted the kindling in the stove and drawn the big kettle over the flames. He sought and found the baby's tin bathtub and placed it on two chairs before the sitting-room fire, just as he had seen his mother do in that faraway past.

Once he stepped outside to send the wondering halfbreeds scurrying back to Red Top for the doctor, and once he ran upstairs and took a look at Bert Slater, who was lying white and still on the bed. He examined the injured leg and found that Rose had put it in splints formed of an umbrella and two of her father's heavy canes. It would do until the doctor came. The baby needed first attention.

He held the baby while at his direction the distracted mother flew here and there, gathering flannels and mustard. Then the hot water was poured into the bath and the mustard added, as Dunston had watched his mother do, and finally the choking and gasping baby was gently lowered into the bath.

Half an hour later little Rufus was sleeping soundly, wrapped in warm blankets. Ralph Dunston awkwardly held the soft bundle while Rose, crying softly with relief, put away the bath and then went to attend to her husband.

The doctor came while Ralph still sat there.

"Hello, Dunston—helping out? That's a good fellow," was the doctor's greeting. Then Rose told the physician of the sudden attack and of the opportune appearance of Ralph Dunston. Dr. Finch nodded gravely, examined the baby and then patted Dunston on the shoulder.

"Good work, Dunston; you saved the baby's life. Noble work, my man," he said significantly as he turned away, for he, too, knew Dunston's secret.

Dunston flushed and bent his face above the baby's rosy cheek. Rufus turned his head sleepily, sighed and tucked a velvety hand in Ralph's neck. The young man sat there, paralyzed with fear lest the baby should remove the trustful little fingers. Little trickles of warmth ran around his heart and seemed to melt all the hardness and bitterness that had

bound it in an icy crust. Desire for revenge vanished never to return; love for Rose Slater became an almost forgotten incident. The Slater baby seemed to fill the horizon. Just to hold that wonderful little form close to his heart, just to feel the little helpless fingers clutch him confidently, just to know that the little breathing atom of humanity needed him, might grow to love him in time, was enough for Ralph Dunston.

Rose came back to the room, her eyes shining softly, as she saw Ralph Dunston's transformed countenance. He smiled upon her impersonally. She was only the baby's mother!

"How is Bert?" he asked.

"Doing splendidly. The doctor says he must be careful and that it means a good many weeks of idleness. Bert wants me to ask you if you can't help him out here. Someone must take charge. He needs someone he can trust. He says if you can, why, when he gets around once more he would like you to stay on as foreman. Will you?"

"Will I?" Dunston unconsciously repeated the question. He told himself that if he remained he must confess to Slater his evil intentions that night—he would start clear with him. Well, that would be hard, but he could do it. Then, there was the baby. He could see Rufus every day—could ride him on his back—play with him—later, teach him to ride a pony.

"Sure I'll stay," he said heartily, and as he spoke he bent his head and his lips swept the pure cheek of the little one.

"I'm so glad," said Rose softly, as she took the baby from him. "I know he's going to be awfully fond of his Uncle Ralph!"

And Ralph Dunston tiptoed out of the house, as one who leaves a sacred shrine.

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### Working on a Principle

BY F. A. MITCHEL

"Mother, I'm going to the city to make a fortune," said Joel Harding.

His mother looked at him, surprised. He knew what she would say, though she did not say it. What would she and father do in working the farm without Joel? They could not afford to hire help, and if

he deserted them they would have a much harder time than now.

"I'm tired," continued Joel, "of seeing you and father grinding your lives out in this fashion. There's little enough to be squeezed out of our long worked lands, and if I don't break away from them we'll none of us get any comfort. I was talking the other day with Mr. Ashurst, whose family has been spending the month of August with the Parkers. He says that any man can get rich if he'll do just one thing—he must save every cent till he gets enough money together to make an investment. From that time on he has an assistant—the money invested. It is making more money for him even when he is asleep. He saves some more, and this, with the interest that has accumulated on his first investment, enables him to make another. By keeping up this process for a number of years he rolls up enough to live on without doing anything, ride in his carriage and in summer time go among the farmers, drinking the milk and eating the honey that we folks work so hard to produce."

Mrs. Harding had lived long enough in the world to pick what flaws there might be in such reasoning, but a mother's first object is what her child wants. She saw that Joel had got an idea in his head, and the only objection to it he would listen to was that while he was gathering this interest bearing capital she and his father would be obliged to work all the harder, besides being deprived of the comfort to be derived from association with their only child. So she said:

"Very well, Joel. If your mind is set on going to the city to make a fortune I suppose you'd better go. You won't be satisfied here any longer."

Joel took her in his arms, kissed her and said that his principal reason for making the move was that he might better his parents' condition.

That night Mrs. Harding had a long talk with her husband about Joel's proposition. Farmer Harding was dead set against it, but when his wife had finished her arguments, which had no effect upon him, and began to plead he gave in, as husbands usually do under such circumstances, and promised that he would not oppose his

boy going. The mother put her son's clothing in as good order as possible, and next Monday morning Joel, provided with all the cash they could possibly spare, started on his journey. Looking back at his parents, he said:

"Give me five years and I'll return this money with a thousand per cent interest."

Mrs. Harding turned away with a smile, but to hide her tears, while her husband stalked into the house with the remark:

"If I understand aright the principle on which he is to make a fortune he's sending us, in five years a thousand per cent interest on the money will be a violation of that principle. Success by the principle he acts upon is based on a strict adherence to that principle."

Oh, pa, you are always figuring things out on principle. Joel is doing this for our good, and he will make good."

Joel found a position in the city at \$5 a week. Disregarding a temptation to wait before saving till he earned more, he lived on \$4 a week, placing the other dollar in a savings bank. At the end of his first year he had placed in the bank \$52 and as much more as had come from increase of salary and extras earned, in all some \$200.

Among his fellow employees Joel was considered the stingiest of the stingy, but his employers, seeing that he possessed determination and self control, advanced him rapidly. Either he possessed business qualifications naturally or, his heart being exclusively set on business, he became an adept at it. At any rate, he soon came to be intrusted with matters by the firm that were not intrusted to his fellow clerks of equal grade with himself. This naturally brought him increase of salary, and before the first five years had passed he was occupying the position of head clerk.

Joel did not forget that he had volunteered to send his father and mother at the end of five years the money they had advanced him, with 1,000 per cent interest. They had scraped up \$25 for him, on which the interest at 1,000 per cent for five years would be, with the principal, \$1,275. Joel had at the end of the fifth year property worth \$4,000. It was invested in railway securities which were worth not quite so much as he had paid

for them. To reduce his nest egg by so large an amount, especially selling at a loss, was not to be considered. He wrote his parents that he had made the amount three or four times over, but would defer sending it to them till he could sell certain securities in which he had invested at the price paid for them.

"I told you so," said Mr. Harding, to his wife.

"Now, pa, how unreasonable you are! You wouldn't have Joel lose by selling something he had bought at a less price than what he had paid when by waiting he could get more, would you?"

"No, I wouldn't," replied Harding. "And I wouldn't have him take nearly \$1,300 from his capital to send to us. It would be a violation of the principle on which he set out.

This was too deep reasoning for the wife and mother, but since her husband did not blame their boy she was satisfied.

Joel did not find a convenient time to send his parents the money, as he had proposed. The price of his securities advanced, but in the meantime he had bought more at a low price and was scraping together all his assets to pay for them. During the next few years he was put in charge of the financial department of the concern for which he worked and saw many opportunities to make money that he had never been aware of before.

But all these opportunities involved capital. Not a single one could be taken advantage of without it. "You can't make money, Joel," said the head of the firm, "without money to make it with." Joel saw the truth of this statement, and in one of his letters home quoted it as a reason why he was withholding funds from his parents which he felt he should have sent them. "When I get to a stopping point," he wrote, "I'll be able to produce it all very easily."

"Yes," said his father, "if he ever reaches the stopping point. But he never will."

"Now, pa," said Mrs. Harding, "that's just like you. You're always making out that Joel is selfish. He's the warmest hearted boy I ever knew. He's doing all this work in the city that he may help us in our old age."

"My dear wife," replied farmer Harding, "you have made two statements, each requiring a separate reply. In the first place, Joel is carrying out the principle on which he set out to make a fortune, and it indicates great self control. But that principle is incompatible with his doing many things he would like to do. In the second place, if he ever makes his fortune and finds a stopping place we will be too old to enjoy the luxuries that his money will buy. We'll want only our lodging and enough to eat. We've got the farm."

Ten years from the time Joel went to the city there were changes in the firm by which he was employed. The senior partner died and was soon after followed by the junior. There was no one to take the latter's place except Joel. He was made a member of the firm and manager of the business. He had already become the slave to the cumulative principle; he now became the slave of an extensive business. At first he doubted if he was competent to manage it, and this induced him to devote his whole self to the purpose.

His attention to detail was remarkable. There was not a man under him who dared take any action whatever without consulting him. This in time broke down his health. Those interested with him begged him to leave certain details to others. He refused. Finally, to get him away from the business long enough to prevent its breaking him down entirely, some of the owners of the stock of the concern—it had become a corporation—got up a conspiracy to kidnap him. They succeeded in getting him on a yacht and carried him out to sea. This broke the spell. After a month's cruise he returned to his desk, and, finding that the business had got on very well without him, he divided it under department heads, remaining himself director of the whole.

Joel had been so absorbed in his business that he had forgotten all about his father and mother on the farm. He had at last reached the point that had danced like an ignis fatuus ahead of him. Money was now no object to him. He could shower his old father and mother with gold coin and not feel it. He would not write them; he would go back after 30

years' absence and supply every possible want.

One day a prosperous looking gentleman in a fur-lined overcoat and silk hat appeared at the Harding farm. Mrs. Harding at the moment was throwing a pan of dishwater from the kitchen door on to the grass when she saw the man and heard him call:

"Mother!"

Then he advanced and took her in his arms. Just then Farmer Harding came in, looked at the gentleman and wondered who he was.

"It's Joel, pa!" cried the old lady beside herself with joy.

"Father, mother, I've made the fortune I went away to make when a boy. I've come back to give you everything you want. If you prefer to stay here I'll build you a palace. If you would like to travel you shall have ample funds. Tell me what way I can serve you."

The old couple looked at each other blankly. Neither spoke.

"Tell me, father, what can I do for you?"

"I don't know of anything I want just now but a little tobacco and a new cob pipe."

The heart of the man with a fortune sank.

"Mother, dear mother," he moaned, "surely there is something I can do for you."

"Yes. I need a new pair of specs. Those I have are too young for me."

A few days later Joel went back to the city, leaving his father and mother in the same condition he had found them. Characteristic of too many of the human family.

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### My Cousin from America

BY EUNICE BLAKE

The Von Muellers are one of the oldest families in Prussia. But there have been spendthrifts in the family, men who despised the making of money and who have had no other profession than the army, which, to say the least, is not lucrative. The original family estates were conferred on Otto Von Mueller for military service.

One of my uncles, Casper Von Mueller, rather than be a poor aristocrat in Prussia chose to be a rich commoner in America. At any rate, he went there to attempt to make a fortune. He succeeded, and at the beginning of the twentieth century was the only rich one of the family. He was loyal to his relatives and entered upon a correspondence with my father, his brother, with a view to starting the family on a new career of prosperity by means of his great wealth. He had only one child, a son, and his plan was to marry him to one of the family in Prussia. Then the young man was to remove to the fatherland and by means of his wealth secure a position at the kaiser's court.

Our Von Muellers in Germany were quite pleased with the plan. The aristocracy and the commercial classes had been drawing closer together. The kaiser himself owned a pottery. Casper Von Mueller's millions, though acquired in trade, were not to be despised. To make a long story short, it was arranged that he should come over to Germany, and I, being the only girl Von Mueller of suitable age for him, it was hoped that a match might be arranged between him and me.

One evening a lot of us Von Muellers were sitting in a public garden listening to an orchestra and drinking wine or beer. Two young men came in and took seats at a table near us. They seemed to be English—at least they spoke the English language. The feeling against the English people was very strong, and even the language was irritating. But one of the young men opposite me was very handsome, and I could not help glancing at him occasionally. Whether or no he was encouraged by this or because he admired me, he gazed at me continually. Finally my brother Otto, a lieutenant in the army, noticed his eyes continually bent on me. Rising, Otto went to the table where the young man was sitting and said, "I will pig stick you," and threw a card on the table bearing his name and address.

This was equivalent to a challenge to fight. As soon as Otto returned to us I gave him a piece of my mind, telling him



that I did not need him to protect me and he had no right to challenge a man simply for admiring me.

I did not know whether the stranger would fight, but I determined to prevent a meeting if possible. My cousin Gustav, a boy of 15, was of our party, and, Otto having left us, taking Gustav with me, I went to the table where the two strangers were sitting and said to the one who had been looking at me:

"I have a request to make of you, sir."

Rising and removing his hat, he asked to be informed what it was. I spoke in German, and he replied in the same language, though with a foreign accent.

"I have seen my brother challenge you. I beg that you will decline to fight."

"But your German men expect"—

"Never mind what our German men expect. You have the request of a German woman. It should be of greater import to you than the demand of any man."

He hesitated for a few moments, then said:

"Fräulein, I shall consider your request a command. I beg to offer an apology for looking so intently upon you. In the first place, I lost a sister a few years ago who greatly resembled you. In the second place, I admit that you excited my admiration the moment I looked at you."

"No apology is necessary. I thank you very much for granting my request."

As I was turning away to rejoin the party at our table he said:

"May I ask, fräulein, to be informed as to whom I have the honor to obey?"

"I am Bertha Von Mueller."

He looked at me with an expression which I did not understand, but said nothing further.

The duel, of course, did not take place. My brother in speaking of it said contemptuously that the man was doubtless an Englishman and the English would not fight. A few days after the occurrence my father told me that my cousin had come from America and would call the next afternoon. Father hoped

that I would make myself as agreeable as possible.

The next day when I went down into the drawing room to see my cousin I stood speechless with astonishment. He looked at me with an amused smile. He was the man who had admired me at the garden and whom I had prevented fighting my brother.

"Cousin Bertha," he said, "that was quite an episode, my meeting the girl I had come across the water to see, was it not?"

"Indeed it was!" I stammered.

I married my cousin, but instead of his remaining in Germany I went back with him to America. He said he did not care to remain where a man was liable to be pig stuck for admiring a woman. Besides, he preferred the activity of life in America.

## A Case of Misplaced Confidence

BY ETHEL MARSH

The main difficulty that stands in the way of us women competing with men in business and the professions is not, I think, that we are their inferiors, but that nature constantly threatens to break down our intentions.

When a girl begins to make her preparations for a profession she has before her four years of college and another four years of study in preparation for the field in which she is about to work. To a man the care of a wife and family is a natural consequence, and his success in his profession goes hand in hand with his being a husband and father. A woman under the same circumstances feels that marriage is tantamount—in most cases—to giving up all that she has so long been making preparations for.

When I was about to prepare myself for the medical profession I fully considered this question and concluded that I must decide between making medicine my life profession and a possible marriage. I decided in favor of the profession and made a solemn resolution that I would never marry. How I failed to carry out this resolve I am about to relate. I confess I am not well pleased at the cause of my failure. Had I met a member of my

own profession—an eminent surgeon, for instance—and formed a professional as well as a matrimonial partnership with him I should not possibly regret my surrender to the little god. Instead of this, I was induced to break my resolution by trickery.

I had barely commenced to practice my profession when I was called upon to visit a young man who was the oldest son of well to do parents. Indeed, the family was a very loving one, he being the idol. I was called in by his sister, next younger than he, who gave me his symptoms, which were, as she described them, threatened melancholia.

"Bertie," she said, "is so attractive to the girls that they have spoiled him. I think that if he had been born poor instead of rich and homely instead of handsome he would have chosen a profession and made a success of it. As it is, he has no object in life and is sinking into a state of mental inanition. It's such a pity, for he is the loveliest boy in the world."

This description of Albert Emerson was not calculated to interest me in his case, for it indicated that he was just the kind of a man I would despise. When I saw him there was something about him that supported his sister's description of him. I did not wonder that silly girls were disposed to make fools of themselves about him. When he looked at me out of his confidence-inviting eyes and smiled his confiding smile, I was seized with an irresistible desire to serve him.

If anything was needed to convince me that he was one of those lovable men who win by frankness it was when his sister left me alone with him.

"Really, doctor," he said, "I can't permit you to waste your time and good intentions on so worthless a person as myself. I must tell you a secret. I am not ill at all. I'm in love. Nothing will cure me except a response from the woman who has engrossed my whole being. Your drugs will not be of any avail with me, but evidently you can serve me. My mind, I admit, is ailing. If you know of any medicine that will steady me mentally prescribe it and, above all, do not fail to visit me regularly. Do you believe in the effect of one mind over another to the

subject mind's benefit or the reverse?"

"I certainly do."

"Well, from the moment I first saw you I felt the effect of your mentality. It may be that this love I bear is a symptom. If so, your mentality may cure my body, and that may drive away this craving for the woman who has absorbed me. I beg of you, don't desert me. Come and see me often."

I was at this time much interested in the cure of disease by mental or spiritual influence and was caught by the way the young man put his case. It would interest me to prove that his diagnosis of his case was correct. I would give him the benefit of my mental power over him.

This intention was facilitated by his family. Instead of being received by them as a physician I was treated as a friend. I did not attempt to exert any influence over the patient. I simply permitted whatever influence I possessed to act upon him. He seemed to grow better gradually. One day his sister asked me to ride with him and her. I accepted. Then I rode out with him alone.

I had been visiting Albert Emerson thus semiprofessionally for several months when one day he made a confession to me. I was the woman he loved and had loved long before I had visited him. But this confession was not made until my wings had been so far clipped that I could not fly away.

In other words, I had been trapped. The worst of it was that I did not wish to be untrapped. I had been gradually absorbed by a man who I had not dreamed wanted me or I wanted. And now, ten years after our marriage, he has further confessed that he won me simply because he had heard that I had decided never to marry.

I am ashamed through all my nature  
To have loved so slight a thing.

But, all the same, I love my husband and my children. My profession has long ago faded away from me.

### A Joke That Miscarried

BY ETHEL HOLMES.

Jim and John Emerson, twin brothers, dressed alike as they looked alike. They

wore their beards alike, and their voices were as nearly the same as two violins. They were married on the same day and went to live in twin houses in Atherton terrace. Everyone said that there was nothing unlike about the brothers except their wives.

One day while they were lunching together at the Downtown club they concluded to swap wives for dinner. Jim was to go home to John's house, pretending to be John, and vice versa. The pretense, if successful, was to last till coffee was brought on, when John and his brother's wife were to go into Jim's and all have coffee together and laugh over what had taken place.

When John Emerson, personating Jim, went to Jim's house that afternoon shortly before the dinner hour he received the connubial kiss from his brother's wife, and, so far as he could discover, she thought him her husband.

"Any letters?" he asked casually.

"Yes," she said, handing him one addressed in a feminine hand, while she looked up into his face as he read the superscription.

John was somewhat taken aback. He did not know whether the epistle was one his brother would wish his wife to see or not. Giving it a casual glance, he put it in his coat pocket unopened and asked if the wife had spent the day pleasantly.

Mrs. Jim did not ask when he had pocketed a letter in which she was deeply interested who was the writer, for she had studied the handwriting on the envelope and could not make out that it belonged to any woman she knew, but her replies to John's remarks were not cordial, and it was evident that there was something on her mind. John endeavored to appear unconcerned, but he was obliged to admit that the letter incident had caused an unfortunate turn in his and his brother's joke.

The more John tried to placate his sister-in-law the more unplacated she became. By the time the dessert came on the table she was sitting bolt upright in her chair looking very crusty.

Meanwhile her husband was dining with his brother's wife. Jim, who was an excellent business man, had made money,

while John, whose tastes were artistic, had not. Mrs. John was economical, and her principal business was to keep her husband from spending more than his limited income warranted. It had occurred to Jim that this occasion would be a good one to make his sister-in-law a present. So on his way to dinner he stopped at a jeweler's and bought a brooch, for which he paid \$50. After receiving the homecoming kiss he drew the box containing his gift, opened it and held the brooch before the lady's eyes.

"See what I have brought you, dear."

Mrs. Emerson's brows lowered. Instead of putting her coral fingers on the brooch she pushed it away from her.

"Why in the world did you spend money for that trinket when I have all I can do to make ends meet without it? Tomorrow morning you take it right back and leave it where you got it."

Poor Jim looked very much disgruntled. He could not confess that he was her brother-in-law instead of her husband and that it was pure gain to her. He stammered an apology, put the brooch in his pocket, adding that he "was very sorry," and took up the evening paper. Fortunately dinner was announced, and he hoped to get through it without anything more disagreeable than what had already happened.

Thus the joke that was intended to be a pleasant one, to be laughed over after dinner, miscarried. John had a letter in his pocket that he dared not open for fear of compromising his brother, and Jim stood accused of wasteful extravagance. All through the dinner Jim's sister-in-law was declaiming against his want of ability to keep within bounds. It was no excuse whatever that he had intended the gift for her. A gift that troubled her to pay for by skimping was no gift at all. Indeed, it was a detriment.

About 7:30 by the clock Jim Emerson was called to the telephone.

"Is that you, Jim?"

"Yes."

"There's been a fiasco here."

"There's been one here too."

"The trouble is a letter received by the morning mail addressed to you in a woman's handwriting."

"The trouble here is that I brought your wife a \$50 brooch as a gift purporting to come from you and have been abused for extravagance."

"Tell her the truth and come over at once."

In a few minutes Jim and Mrs. John entered Jim's own house. Mrs. John was smiling. Mrs. Jim was like a thundercloud. Jim asked his brother for the letter, opened it and read aloud:

Trusting to interest you in the cause of votes for women, I venture to address you—

Further reading was interrupted by a burst of laughter by three of the party, and Jim, approaching his wife, took her in his arms.

"It seems to me," said Mrs. John, "that I am the only gainer by this stupid joke."

"I'll trouble you, Jim," said his wife, "for a brooch to match the one you've given to Sallie."

### Work and Toil

I am so glad said Mister Work,  
For joys that in my pathway lurk;  
I am so sad said Mister Toil,  
For weeds of sin my pathway spoil.

Said Work, the child of Good am I,  
And so I have ambitions high;  
Said Toil, I am the child of Sin,  
But I am true and so I'll win.

Said Work, my hours are short and bright,  
Because I'm hired to Mr. Right;  
Said Toil, my hours each day are long,  
Because my boss is Mister Wrong.

Said Work, I always get my pay,  
It comes to me at close of day;  
Said Toil, I labor hard and sweat  
For just the food and clothes I get.

To Heaven I'll go, said Mr. Work,  
And so I can't afford to shirk;  
When God the devil's power shall foil,  
Then I shall rest, said Mr. Toil.

Morgan Hill, Cal.

FRED M. WAHLTE.

—*Typographical Journal.*

### Co-operation

#### BY A PRIVATE IN THE RANKS

When I was employed in a city in the Middle West as assistant on-hand clerk, directly across the street from the office in which I worked a gigantic skyscraper was in process of construction.

The foundation had been finished, and

the structural iron workers were busy hoisting and riveting the massive steel girders that formed the skeleton of what was to be one of the highest buildings ever erected.

The entrance was very wide—in fact, it was to be the lobby of a theatre—and just above this entrance was placed the largest and heaviest steel girder ever used in the construction of a modern building. Just what the weight was I have forgotten, but I remember that it was enormous, and I shall never forget the day on which it was drawn up in front of the building by twelve big horses, all pulling together under the guiding hand of a master teamster.

My lunch hour was at eleven o'clock, and as the men did not stop work until noon, I used to stand across the street and watch the operations with a great deal of interest; and as the work progressed, I received the grandest object lesson in "Co-operation" that could be imagined.

The lessons started with the coming of the horses with the giant girder; for as I watched the twelve noble animals coming up the street, straining in every muscle, all pulling together as one, I couldn't help thinking, "If large organizations of men would only pull together like those horses, what great things might be accomplished;" and yet how often we notice that, though the leaders are doing their utmost to pull the load, there is, somewhere in the line, a horse that invariably hangs back, and though he is possessed of just as much strength and energy as the others, his efforts go for naught simply because he does not "co-operate" with the rest.

The next day after the horses came, everything being in readiness, the workmen proceeded to put the girder in place. Three hoisting engines were fired up. The steel cables were attached to both ends in the middle of the girder, and when all was completed the signal was given. The engines belched forth fire and smoke, the cables tightened, and the great bulk arose from the ground, and, then—crack! The hoisting chain on one end parted, and the mass of steel settled to the earth again.

Something wrong? Yes. A weak link in the chain for one thing, and the fact that the outside engine started with a jerk—in other words, “Did not pull in unison with the other two,” and of course, without co-operation on the pulling end, and a weak link on the lifting end, failure must come.

A new link was secured, and the weak one cast out. Right here let me digress long enough to say that if you will observe the construction of life's buildings, you will notice that the weak links are invariably cast out sooner or later. They may stay in the chain for a time, but when the supreme test comes, they snap under the strain and are relegated to the scrap pile where all the “junk” is thrown.

To resume: The new link in place, the chains and cables again adjusted, they were ready to again resume the work in hand.

I saw the superintendent moving among the men, and when his orders had all been given and understood, he stepped back, raised his hand, and as the three throttles opened simultaneously, the mighty girder arose like a bird, soared aloft, and settled into its final resting place to be riveted, there to remain a monument to man's ingenuity and an exemplar of that mighty thought—“co-operation.”

There is a lesson contained in every movement that I have described that can be applied to any undertaking requiring the concerted efforts of more than one man, for every bolt, every rivet, every chain and cable, and every block of stone that goes to unite the building into a completed whole has its counterpart, metaphorically speaking, in every walk of life; and before I have concluded, I will endeavor to liken each of them to some unit of the express business.

Read this over at least twice, and then ponder over it. Apply each move in the hoisting of the girder to your own work.

Ask yourself the question: “Am I a weak link?” “Am I the engine that starts just enough behind the others to snap the cable, and thus retard the progress of the work in hand?” “Am I doing all that I can to co-operate with

my superiors, my fellows—in fact, with the entire organization?”

I am going to leave it with you until the next issue, and ask that in the meantime you “Think.”—*The Express-Gazette*.

### Immigration

That there is more in this question than the voting privilege is evidenced by the following from the *International News Letter*, put out in Berlin, Germany. The effect of unrestricted labor is as unhealthy for American labor as it can possibly be for the Europeans being flooded with returning soldiers. —EDITOR.

#### AGAINST UNREGULATED IMMIGRATION

(1) Like the trade unions of the United States, the workers of South American countries are against unregulated immigration. In the Argentine, for instance, this is not only encouraged by the employers, but also by government. The Argentine government sends special agents to Europe for the purpose, pays part of the passage, keeps the immigrants for a time and grants them free fares up country. All this became necessary, because the stream of immigrants began to dwindle, owing to the dreadfully backward and almost barbarian conditions of the country becoming known abroad. In spite of the great amount of unemployment, numerous immigrants still arrive especially from the retrogressive countries. They are a great danger to the settlers, as they are not fitted for organization for the first few years. The Socialist party, therefore, submitted — through its representative Dickman—a bill to Parliament which is to abolish all artificial promotion of immigration. In connection with the bill, stress is laid on the fact that: immigration is only to be stimulated by good wages and conditions, as well as by a fair possibility of land being acquired by the farmers.

#### THE PROBLEM OF EMIGRATION

(1) A controversy is again going on at the present moment in the columns of *Avanti*, regarding the problem of Italian emigration. The Italian comrades have not yet taken up a decisive attitude in

regard to this question which is of a vital character as far as the Italian proletariat is concerned. "To stay or not to stay?" that is the great question which is being asked again and again and which at present forms the heading of lengthy articles on the problem. There are two distinct points of view. The one is expressed in the following sentences by A. Tormenti: "We ought to say to our countrymen: Go, go there where you are required, where the unavoidable revolution, transforming the industrial world, makes itself felt. Go there ye emigrants and be men. Do not run all over the world in order to collect savings penny by penny at the cost of your human dignity, savings which spent in your native country will rejoice the heart of the middle class. . . . Try and live as co-citizens wherever you happen to settle. Behave as patriots in the country of your adoption, i. e., aim for the highest in all countries and try to achieve it. Be brothers, especially to the proletarians who like you have been driven out of their country by capitalism." In a similar manner he continues to praise the internationalizing of the proletariat in the large emigration towns and countries. There are other voices, however, besides the one of Tormenti, and well aware of the part the Italian gradually takes over from the nigger who continues on the path of higher development, the opinion is expressed, among others by the *Avanti* contributor signing his articles "Very Well," that it would be just as well to "Americanize Italy as to export Italy to America."

#### APPREHENSIONS IN REGARD TO RETURNING SOLDIERS

One of the greatest problems of the trade unions of all European countries is the question how the return of the workers from military service, after the conclusion of peace or mobilization, will affect the labor market. There is not quite so much cause for anxiety in Denmark and Holland, because public unemployment relief exists there to a certain extent so that at any rate the army of the unemployed has not the same crushing effect on labor conditions as in such countries where this support is lack-

ing. Similar conditions prevail in the British building and engineering industry. A state unemployment relief has been existing for them for some years past. It only comprises, however, an inconsiderable part of the entire labor. In default of another preventative against the flooding of the market by the demobilized, the trade unions demand in a great many cases that—after the conclusion of peace—the soldiers are only to be dismissed to the extent as the several industries and trades are able to absorb the available labor. The Austrian Trades Council recently submitted through its secretary, comrade Anton Hueber and the member of Parliament, Karl Seitz, a comprehensive memorandum to the Ministry of the Interior, in regard to the question. In this memorandum "a permanent relief is demanded for soldiers of the working class who on their return home do not immediately find work and a living." Among other things the petition proves that the trade unions, affiliated to the Trades Council, spent in 1912 above 14, in 1913 above 22 and in 1914 as much 30½ million crowns on relief of their members. Similar demands will in all probability be made in all countries affected by the mobilization.

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#### Not Citizens, Yet Voters

Every American citizen is interested in the question involved in the bill now before Congress, the purpose of which is to exclude from residence in the United States foreigners who are unable to read. But how many are aware that there are in the country thousands of foreigners who can neither read nor write its language and are not naturalized citizens and yet are permitted to vote in all elections?

There is no crookedness about it. Several States permit this to be done by law. The most ignorant and degenerate product of the slums and gutters in Europe, if he can get past the immigration officials at the seaports, can settle in Nebraska and, after a residence there of six months, and merely by making a declaration that he intends to become an American citizen, is given the right to vote. In Arkansas he may vote immediately he de-

clares the same intention. In Kansas the six months of residence is also required. It is the same in Texas. In Missouri a foreigner is permitted to vote as soon as he takes out his first naturalization papers.

These men are not United States citizens. They still owe allegiance to the rulers of the European countries from which they came. Yet they vote not only for local and state officers but for members of Congress and presidential electors. They have the same voice and influence in directing the affairs of the Nation and the States in which they live as native-born citizens and the foreign-born who have been compelled to prove their right to citizenship. Then the rest of the country wonders about the queer politics and the strange governmental officers and representatives of the States in which this looseness is permitted.

The cause is a matter of history. The practice began in those states in the time, long ago, when they were in need of settlers and adopted it as a means of attracting them. But though that time has long since gone by, "practical politics" prevents its abolishment.

Here is one of the handicaps under which the American nation is laboring that is not generally perceived. And the Nation, under its present form of federal government, cannot abolish it. Only the States in which it exists can do that. Just now this situation is, for obvious reasons, peculiarly interesting.—*Cleveland News*.

### Hullo!

W'en you see a man in woe  
Walk right up and say "Hullo!"  
Say "Hullo!" and "How d'ye do?"  
'How's the world a-usin' you?"  
Slap the fellow on the back,  
Bring yer hand down with a whack;  
Waltz right up n' don't go slow,  
Grin an' shake an' say "Hullo!"

Is he clothed in rage? O sho!  
Walk right up and say, "Hullo!"  
Rage is but a cotton roll  
Jest for wrappin' up a soul.  
An' a soul is worth a true  
Hale and hearty "How d'ye do?"  
Don't wait for the crowd to go,  
Walk right up and say "Hullo!"

W'en 'big vessels meet, they say,  
They saloot an' sail away,  
Jest the same are you an' me—  
Lonesome ships upon a sea.  
Each one sailing his own jog  
For a port beyond the fog,  
Let yer speaking trumpet blow,  
Lift yer horn an' say "Hullo!"

Say "Hullo!" and "How d'ye do?"  
Other folks are good as you,  
W'en yer leave yer' house of clay,  
Wanderin' in the Far-Away,  
W'en you travel through the strange  
Country t'other side the range  
Then the souls you've cheered will know  
Who ye be, an' say "Hullo!"

—S W. Foss.

### Conscription of Wealth

The Nation (London), Jan. 8.—There was little ground for class bitterness in the early phases of the war. The landed class could hardly have given its young men more generously if it had been compelled, and the universities were emptied even more drastically than the workshops and the mines. The anomaly began with the Derby scheme, and it will become intolerable with conscription. There is only one expedient for reducing this contrast. It cannot be obliterated. No tax, however heavily it reduces the income of the "reserved" or "indispensable" rich man, will ever balance the inequality of sacrifice which robs the conscript's home of its breadwinner or brings him back maimed or blind. The utmost that can be done is to abolish, while the war lasts, the spectacle of offensive luxury, to shear away the superfluity of great incomes, and prevent the accumulation of private fortunes by the conduct of trades which are starred as national services. Mr. Montagu's estimate that half the national income must be taken in taxes was not excessive, and the way to take it must clearly be by a tax so steeply graduated that incomes over a certain level will practically disappear. That is necessary, apart from all social considerations, if we mean to win the war. It is necessary, also, if we wish to avoid from our Allies in this war the reproach which cynical people addressed to the England of Pitt's day, that it had allotted to itself by far the least risky and the most profitable part in the tasks of the coalition. It is inevitable

that we should finance the Entente in this war also, and maintain its credit and its trade. But it is neither inevitable nor proper that our moneyed class should grow rich by this service. What is due to our own necessity and to our Allies will be imposed upon us by an irresistible moral logic, if conscription is enforced. Equality of sacrifices it never can impose. It threatens, unless we devise a conscription of wealth, to divide the nation by the most intolerable of all cleavages, an election arbitrary and yet compulsory between those who draw profit in safety and those who must add peril to loss. — *The Public*.

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### How Do You Tackle Your Work?

BY EDGAR A. GUEST

How do you tackle your work each day?  
Are you scared of the job you find?  
Do you grapple the task that comes your way  
With a confident, easy mind?  
Do you stand right up to the work ahead  
Or fearfully pause to view it?  
Do you start to toil with a sense of dread,  
Or feel that you're going to do it?  
  
You can do as much as you think you can,  
But you'll never accomplish more;  
If you're afraid of yourself, young man,  
There's little for you in store.  
For failure comes from the inside first,  
It's there if we only knew it,  
And you can win, though you face the worst,  
If you feel that you're going to do it.  
  
Success! It's found in the soul of you,  
And not in the realm of luck!  
The world will furnish the work to do,  
But you must provide the pluck.  
You can do whatever you think you can,  
It's all in the way you view it;  
It's all in the start you make, young man,  
You must feel that you're going to do it.  
  
How do you tackle your work each day?  
With confidence clear, or dread?  
What to yourself do you stop and say  
When a new task lies ahead?  
What is the thought that is in your mind?  
Is fear ever running through it?  
If so, tackle the next you find  
By thinking you're going to do it.

— *Detroit Free Press*.

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### Once-Overs

If you are a man without faults, perhaps you have a right to shy rocks at the glass house of the other fellow.

But we never knew such a man, and you are no exception.

Getting down to brass tacks, what comfort can you get from knocking?

It won't be peace of mind; that much is dead sure.

What is there in this world which will take the place of the comfortable feeling that you have given every man the square deal?

The man who gets the most out of life is the one who puts the most into it. It may be money; it may be good-will; but you reap what you sow.

The one who can look every other man squarely in the eye and feel and do right by his fellows is the one who has the good, wholesome smile.

Envy is almost always at the bottom of the "knocker's rap."

Give up knocking and cultivate peace of mind. — *Cleveland Leader*.

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### "Who Am I?"

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets and I have wrecked more homes than the mightiest of siege guns.

I spare no one and I find my victims among the rich and the poor alike, the young and the old, the strong and the weak; widows and orphans know me.

I loom up in such proportions that I cast my shadow over every field of labor, from the turning of a grindstone to the moving of a railroad train.

I massacre thousands upon thousands of wage-earners in a year.

I am relentless. I am everywhere; in the home, on the streets, in the factory, at railroad crossings and on the sea.

I bring sickness, degradation and death, yet few seek to avoid me.

I destroy, crush or maim, yet I give nothing.

I AM CARELESSNESS.

— *Rock Island Employees Magazine*.

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### He Saw the Sign

The old darky was suing the railroad company for damages. The man contend-



ed that, not being warned by whistle or engine bell, he had started to drive his rig across the company's track when a shunted box car of said company crashed into his outfit, causing the death of the horse, loss of the wagon and minor injuries to himself. After the prosecution had closed its side of the case the company's lawyer called the old ducky to the stand and went at him.

"Mr. Lamson," he began, "your rig was struck by the box car in full daylight, was it not?"

"I fink dar was some clouds ovahead, suh," answered the caviling witness.

"Never mind the clouds! And only a few days before this accident the railroad company had put a new sign at that crossing?"

"Dar was a sign dar; yaas suh!"

"And didn't that sign say: 'Stop! Look! Listen?'"

"Now, dar am de whole accusation ub de trouble!" declared the ducky, with animation. "If dat 'Stop' sign hadn't caught dis chile's eye jes' 's Ah war square on dat track, dar wouldn't 'a' been no smash-up!"—*Bohemian*.

#### A Picture of Life—Drawn by Uncle Sam

In advertising the advantages of the navy as a place of occupation for men, a bulletin prepared by one of Uncle Sam's expert writers runs:

"Young man, think over what you have now and what promise the future holds out for you, then learn what the navy offers you."

We omit the advantages of the navy. Here is the outline of American civil life, as seen by Uncle Sam:

1. Jobs uncertain; strikes, lay-offs, sickness.
2. Promotion and advancement uncertain and slow.
3. Favoritism and partiality frequently shown.
4. Pay small and limited while learning a trade.
5. Same old, monotonous, tiresome grind every day.
6. Stuff, gloomy, uninteresting working place.

7. When sick your pay stops and doctor's bill starts.

8. If you are disabled or injured you receive little or no pay.

9. If you die your family get only what you have saved from your small wages.

10. Little clear money; nearly all your pay goes for living expenses.

11. Old age, sickness, little money saved, your job goes to a younger and more active man.

This is just another way of saying what the industrial relations commission put into figures in its report a year ago. It condenses in a few sentences, now printed by Uncle Sam as an advertisement, the substance of what the Government refused to print and circulate, in the form of the industrial relations commission report.

This report showed that 44 families in this country possess incomes totaling \$50,000,000 a year, while one-fourth to one-third of all factory and mine workers earn less than \$500 a year. And investigation has shown that \$700 is the minimum sum upon which a family can live in anything approaching decency.

In New York City one out of every 12 corpses is buried in the potter's field.

In six of the largest cities in the United States from 12 to 20 per cent of the children are underfed and ill-nourished.

Poverty in the United States, according to a health report issued by the Government, keeps 4,700,000 persons incapacitated all of the time "because our statesmen remain silent in the face of the daily atrocities wrought in times of peace by our system of economic and industrial exploitation."

The latest contribution to these facts, and the most convincing yet published by any paper, is contained in the Basil M. Manly disclosures concerning the way in which the rich escape paying their taxes.

One of the reasons why life has but a dull drab promise for the average man is that the poor must pay, besides their own share of taxes, millions of dollars annually which have been shouldered onto them by the rich.—*Cleveland Press*.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Heroes of the Rail

There are many living heroes,  
There are many who are dead,  
Chapters of their deeds are written  
Words of kindness have been said,  
Of their courage in the battle  
Of their dangers on the deep,  
In the dark and lonely jungle  
On the highest mountain steep.

But there's one you have forgotten  
Though you meet him every day,  
Down upon the railroad crossing  
As he passes on his way;  
If you wish an introduction  
You will find he will not fail,  
He's the man behind the throttle  
Just a hero of the rail.

You may see him at his engine  
In his overalls of jeans,  
If you wish to take the trouble  
Ere you start upon your train,  
But you settle in your Pullman  
With your hands and heart at ease,  
In your luxury and comfort  
Everything at hand to please.

You can see the changing landscape  
Of the valleys and the hills,  
And the tinting of the forests  
While your heart in rapture thrills,  
Yet your pilot goes before you  
Gazing on the shining trail,  
But you do not get acquainted  
With this hero of the rail.

When the night has drawn the curtains  
And the day has lost its gleam,  
And the dangers are forgotten  
As you slumber on and dream,  
Could you see your pilot toiling  
Through the lonely hours for you,  
That you might arrive on schedule  
And be carried safely through.

As you waken from your slumber  
You perchance will still forget,  
That the one who grasps the throttle  
Is still toiling for you yet;  
Speak a word of kindness for him,  
Pray that he may never fail,  
Looking out for any danger  
As he speeds along the rail.

Far away in some lone cottage  
Loved ones of these heroes sleep,  
Wives and children who will waken  
Now and then perchance to weep,  
For the husband and the father  
Speeding through the misty light,  
Thinking that perhaps the children  
May be fatherless by night.

Heroes dying without number  
Whose good deeds may still live on,  
Heroes dead whose names were written  
But are blotted out and gone;  
Let us have their love and friendship  
As they guide us on the trail,  
Giving up their lives for others,  
These great heroes of the rail.

Written for the ENGINEERS' JOURNAL, by Frederick A. Davies, Cleveland, O.

### Railroading in Cuba

CAMAGUEY, CUBA, April 18, 1916.

EDITOR JOURNAL: As there are now about 25 American locomotive engineers employed on the Cuba Railroad, it will probably be of interest to some of the readers of the JOURNAL to know what kind of conditions exist in Cuba, the pay, etc.

On the Island of Cuba, there are three principal railroads: the United of Havana, the Cuba Railroad and the Guatanamo & Western, which rank in the order named. After these three trunk lines, there are over a hundred small industrial and privately operated railroads, most of them connected with the sugar cane and sugar mill industry, and some in the eastern end of the island with the iron mining industry.

The Cuba Railroad is the only one of the three trunk lines that employ Americans, although several B. of L. E. men are scattered over the Island on the industrial locomotives. The Cuba Railroad operates about 600 miles of track and has about 150 locomotives. The track is of standard gauge and in fair condition. The motive power is strictly modern, the latest of the freight and passenger engines

being of the ten-wheel type with electric headlight, E-T equipped brake, Walschaert valve gear and Schmidt superheaters. The largest freight locomotives are of the consolidation type, superheaters, weighing 115 tons, with cylinders 24x26.

The principal business of this road is sugarcane, which is in its height now. On account of the extreme heavy business the engines are pooled through the sugar season. The road employs about 150 engineers. At the beginning of this season there were about five Americans working. In the last sixty days about 25 Americans have been hired. The engineers are classified, there being three classes with monthly pay accordingly. All the Americans are rated first class with pay of \$165 per month; second class engineers receive \$145 per month, and third class or switch engineers get less than \$100 per month. Trainmen, firemen and conductors are all natives. Train orders are in Spanish with the "Via Libre" system of dispatching trains.

The cost of living here is high compared with the same in the States. Overalls, gloves, shoes and clothing cost about one and one-half times as much as they do in the United States, and board and room of moderately decent kind will cost about \$50 per month for one person.

The climate is much the same as in South Florida, possibly it is a little better, though the soil is much more fertile than Florida. Some of the scenery and landscape is grand. There are valleys, high hills and mountains, some 8,000 feet high.

The sugar industry is king. There will probably be a bigger business next season than this one. There will be a number of big mills built this coming summer.

Whether the Americans will be retained through the slack season is not known yet. It is reported that much new extension work and other construction work will be carried on during the time between the closing and opening of the sugar season, but there are enough men here to supply any possible demand.

It is reported that a car ferry service will be inaugurated some time this year between Nuevitas (this company's port

on the north coast) and Key West, Florida, connecting with the Flagler System.

Yours fraternally,  
JOHN R. EDMONDS, Div. 838.

### My Best Girl

I've a girl that's clung to me,  
Thru sickness, joy and crime,  
Whose tender arms have held me tight  
Many, many times.

Whose soothing voice and cheery smile  
Drive aches and pains to cover;  
And you'll be glad, I know, to hear,  
That girl is my dear mother.

How she skimped and toiled; yes, slaved  
To feed and clothe me right,  
And the little prayer she taught,  
And said with me each night,  
Nothing seemed too hard to bear,  
She never seemed to tire;  
The things she did for you and me,  
Seemed her heart and soul's desire.

Time has laid its gentle hand  
Upon her face and form,  
Her hair is gray, her form is bent,  
No rose her cheeks adorn;  
But time can never take from us  
Her beauty, love and grace;  
And as long as memory lives,  
Let's not forget our mother's face.

God, alone, knows all the tears  
She shed in solitude;  
You could ease her burden  
If you only would.  
Have you written, have you seen her?  
Know ye then that she is nigh,  
All too soon that dreadful summons  
Comes for mother from on high!

L. F. MOYER, Div. 627.

### Eight-Hour Day

DANVILLE, ILL., May 3, 1916.

EDITOR JOURNAL: Now that the question of the eight-hour day is pending between the employees and the railroads, it seems that the papers through the country are printing articles relative to it, and I must say that in a good many instances they are very unfair to the railroad men.

Railroad employees were never the cause of any burden placed on the poor stockholders or the public. A railroad man is human and earns his money just like anyone who works for a living rather than for his health. The employees are not looking for something for nothing; what they want is eight hours' work,

eight hours' sleep, and eight hours for recreation so that they can enjoy home life and be real human. We ask the same conditions the Government gives its employees. We are required to pass rigid examinations and one has to be almost perfect to get in the service. Railroading is a trade same as any other branch of industry, with the added risk and responsibility of handling human lives and property.

At present it is eight hours' sleep or less at home; 10 to 16 hours on railroad, then eight or ten hours at the other end of the road; all this, and Sundays thrown in for good measure; so where do the wife and children come in?

The financial condition of railroads in the past was not due to overpaid employees, but to improper management and juggling of the money and other things.

I cannot see how the public in general can be against us when we are not asking for more than other portions of the public now enjoy—Uncle Sam's employees, for instance, and most of the trades; the merchants should not kick for we pay them their prices—40 per cent profit. Do railroad men make 40 per cent profit on their labor? I should say not. Of course we are asking for time and one-half in excess of eight hours; do you know why? Because that time belongs to our families. If all men were worked the same number of hours and days we work, all kinds of amusement places would have to quit business, and this world would be a kind of grinding place with money kings turning the cranks. If you want to get the most work out of a man for one day, you should work him 24 hours, but if you want to get the best out of him for a lifetime, you should reduce the hours of labor to eight a day, and most railroad men give their lifetime to the railroads.

Now, in conclusion let me say, stand shoulder to shoulder with your Grand Chief, and let the railroad officials know that there are others on this earth who want a little sunshine as well as they who own the stock on the roads.

Fraternally yours,  
C. PATTERSON, Div. 100.

### Ahead and Behind

The downy berth, the pillow soft,  
The sheet of spotless white,  
To slumber and oblivion  
Do pleasingly invite;  
A night of grateful rest is to him  
Whose work is done—  
A night of labor for the men  
Whose trick has just begun.

All through the hours of darkness,  
They are striving with the miles,  
A game of wits, of muscles,  
And the skilled mechanic's wiles,  
Some minutes saved—an hour made up—  
They greet the dawn content:  
You in your way and they in theirs,  
The fleeting night have spent.

Mayhap the while you slumbered there,  
Your rest was broken by  
An episode—a sudden stop—  
It called one man to die,  
His post of duty was ahead,  
To you fate was more kind  
An engineman's reported dead:  
You're safe—you rode behind.

—J. N. Stewart.

### The Extra Man—Conventions

SEATTLE, WASH., April 9, 1916.

EDITOR JOURNAL: In the JOURNAL for March, I noticed an article entitled, "Give the Boy a Chance," by Brother Hoag, of Div. 238. This Brother has the right idea and ought to be commended for it. Undoubtedly he has been through all of it, and just by "the skin of his teeth."

Let me say that during the dull season in this part of the country when extra men were barely able to exist, a check was made of the regular engineers who had not laid off to give the extra man a chance to make a meal ticket, and it was found that some of these men had worked as long as twenty-two months on good paying passenger runs. Think of that, Brothers, then wonder why so many are expelled from the Order. One of these engineers was kindly asked to lay off just one trip so the extra man could make enough to pay his assessments. Do you think he would lay off? Not much; let the extra man "root, hog or die."

In case of a threatened strike it is the expelled members we will have cause to fear, and who will be the cause of it? I am not saying that all of the regular men are the same, as we have a few who be-

lieve in "live and let live," and it is to these engineers whom the extra men look to for the necessities to carry them through and for continued membership in the Order. So, Brothers, it behooves us to be more considerate of our less fortunate Brothers, and, as Brother Hoag says, "Give the Boy a Chance."

Another article in the same JOURNAL entitled, "Shall We Change?" by Brother Boyle, of Div. 422, is food for thought. Although there will be a great diversion of opinion on this subject there can be no doubt but what Brother Boyle has hit the nail on the head, and now let us drive it home.

In the last few years our laws have not changed much, and probably for years to come they will remain about the same; hence it is to the members' benefit to view this from all angles as to the cost of our conventions, and instead of sending several hundred delegates, simply have the Divisions on the different systems select their general chairman, as he is familiar with the needs of the entire system, and combining efficiency and economy in this manner we could greatly cut down the cost of the conventions, thereby lessening the burden on our unfortunate, as well as fortunate Brothers.

However, when the Brotherhood is at stake, as Brother Boyle says, we should stand together regardless of expense. Would like to read articles from other Brothers on this subject. Keep the ball rolling; we are on the right track.

Fraternally yours,  
MEMBER OF DIV. 798.

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### Rule G

OAKLAND, CAL., April 13, 1916.

EDITOR JOURNAL: In the March issue of the JOURNAL under the heading of "Having Eyes That See," Bro. F. E. Wood calls attention to the fact that the B. of L. E. is the only labor organization which has gone on record for a state wide and nation wide prohibition and condemning of intoxicants as a beverage; also that it is the only organization that expels its members for intoxication and then publishes the fact to the public.

Taking that part of his letter as well

as Section 52 of the Statutes, I wish to request the members of our organization in the State of California that they remember this and go to the polls this fall and comply with their obligation, and in fact in any other states or localities where the liquor question is an issue.

We frequently hear it said "an employer interferes with my personal liberty when he demands that I live up to Rule G. This is a free country and I have a right to do as I please." So it is a free country and you have a right to do as you please up to a certain limit, after which you must comply with the laws of the land, also the rules of our employers.

Recently I read an article entitled "Personal Liberty and Horse Sense," which I think covers the case very well from the standpoint of a locomotive engineer. A drunken man, with intelligent horses, may drive a stage and get through all right, but he cannot drive an automobile or run a locomotive successfully for the reason that neither gasoline nor steam have "horse sense;" therefore, the laws of the state prohibit an intoxicated man from driving an automobile and the railroad companies make use of Rule G, so it becomes necessary for men in many occupations to sacrifice "personal liberty" for "horse sense."

I once heard a story of a drunken man who was taking up all of the sidewalk and swinging his arms wildly, and in so doing struck a passerby who stopped and took the drunk to task for it. The drunk replied "that this was a free country," when the other said, "Yes, I agree with you, but your freedom stops where my nose begins."

This applies to us, Brothers, our freedom stops where Rule G begins, also the laws of our organization which I believe we should all remember and help carry out this fall. Yours fraternally,

J. O. HAND, Div. 110.

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### For the Unemployed Brother

STRONG CITY, KAN., April 29, 1916.

EDITOR JOURNAL: In carefully noting the remarks in previous JOURNALS from some of the Brothers from different parts

of the country, I have failed as yet to see any proper suggestions; however, I realize that it is becoming a very important factor. There is a cause and a remedy: First, large power is reducing the number of men to handle the trains. Second, the demerit mark system that is being used on some roads. Many a good Brother is ushered out upon the highway to seek a new location, which I am here to say is hard to find. The demerit mark system is a good way for a superintendent or trainmaster or master mechanic to get rid of a man if they do not like his work, and many times personally. There are a number of roads that have contracts to hire a per cent of engineers. But there is only one to my knowledge that lives up to its contract. Now, Brother, if the shoe pinches, hollo!

A contract between a corporation and an order is just as binding as between two individuals, and railroads which have contracts to hire a per cent should be made to live up to it. Should a Brother come your way looking for a position running an engine on the road you are working for, and they have not their per cent and are in need of men, it is your duty to see that your contract is lived up to. You have paid your money for your contract; why not enforce it? You have a job today, but tomorrow you may belong to the chain gang hunting a job, and, Brother, it is hard when you have spent the best part of your life to obtain a good trade such as running an engine. When you apply for a job they will tell you they promote all their men when you have a contract that they hire a certain per cent of engineers. Railroads that have no contract as such should have one. You boys lose out just the same as others, and if all railroads would hire a certain per cent it would lessen the number of Brothers out of work. There is coming an issue between the four Organizations on the railroads on this Western Continent.

Now, my Brother, look at others as others look at you. If you have a contract to hire engineers and a Brother comes along looking for a job, do you go to your superintendent or master mechanic and say, "Give this man a chance?" If the road you are working for is hiring men

and you do not do this, you are not living up to your obligation as well as your contract, and should this issue come to a strike and you boys leave your engines and an unemployed Brother takes your place, you would call him a scab, which he would be, pure and simple; but what is the difference between him and you, you do not stand up to protect him, when many a time if you would just lift your voice it would help him to a job. You have one but he has none. My Brothers, it is high time something should be done. What is the use of going to the cotton field and getting a man just to fire one. There is not one man reinstated out of every ten discharged. Who is at fault and what can be done to remedy the situation? Let us get our heads together and see if we cannot ferret out some fair way in which we can handle our grievances more satisfactorily. Say an engineer discharged has an arbitration committee consisting of three engineers, three company men and three disinterested men to meet at different points on the system at different times and argue the merits of the case, then vote for a decision. Should you fail to agree, dismiss one engineer and one company man, then vote again; should you fail to agree continue to dismiss an engineer and a company man until all are dismissed, then abide by the decision of the disinterested parties. You see this would take away the authority of the men who did the discharging as well as the company for a reinstatement. There has been many a man put on the tramp on account of some little personal feeling against him by some of the under officials. And, Brothers, there is not one official in a hundred that has any thought of your home and your family. They do not care what becomes of you; it is their aim to rise at any price. My Brothers, who pays the bill?

E. E. STONE, Div. 177.

### Hardship in Switching Service

PHILADELPHIA, PA., May 6, 1916.

EDITOR JOURNAL: Since the question is now being taken up relative to the eight-hour day, I would like to inform the Brothers how the yard men are treated on that

paragon of railroads—the Pennsylvania. The Terminal division for which Div. 851 is named, is composed of the yards in Philadelphia of the five divisions of the Pennsylvania Railroad which originally had each a yard of its own. We have about 200 crews, all yard crews, and also crews for nearly every hour of the day and night. I will cite my own crew for an instance: I have been with this company for 27 years, and have what is called a day job. I leave home at 8 a. m., report at 8:30 o'clock a. m. and leave roundhouse at 9 a. m. Relieved for dinner before 12:30 p. m. and then work until any time up to the 16-hour limit, when they manage to get us to the roundhouse to escape the penalty. As to working 10 hours or less, we don't know what that means. If after being on duty thirteen or fourteen hours, not counting time relieved for meals, we make a kick to the yardmaster, we are told: "You are getting paid for it." After eating our noon lunch, we do not get another chance to eat unless we steal it, for at least 10 hours. I wonder how the officials would like to work 10 hours or more without a meal, or even work 10 hours with a meal? I never eat a meal at home with my wife, unless I am off duty; never see my children awake except on Sundays that I am off. This is free America; can you beat this in the penitentiary or Siberia? If I want to buy wearing apparel, I have to lose a day to do it. For example, if I want to buy a hat and pay three dollars for it, I have to lose a day to do it, and the hat costs me \$7.10. Still they say the engineman gets big pay.

I can safely say that in my 15 years' experience as an engineman, I never got to the roundhouse in 10 hours. Surely this is all the argument that could be needed for the overtime penalty of time and half-time.

Now, Brothers, I am not the only one, but there are hundreds of other Brothers like me on the Terminal division of the Pennsylvania Railroad, and since we have thrown our hats into the ring let us put our whole soul into this movement, and stand by nothing less than our original demands.

Yours truly,

MEMBER DIV. 851.

## Imagination

GOODLAND, KANS., May 6, 1916.

EDITOR JOURNAL: Many inhabitants in this world of ours have grown prematurely old by having privations and hardships thrust on them, and deserve assistance and sympathy. Many others have grown old in appearance and disposition before the time ordained by nature because they endure abuses and hardships, that exist only in imagination. Such deserve pity, but should practice philosophy and remedy this self-inflicted injustice. No class of individuals are absolutely free from this hallucination, but as locomotive engineers we should avoid the malady and carry no useless burdens, as our vocation requires a clear mind. Many conditions with which we have to contend could be construed into hardships by one with vivid imagination. Among which are surprise tests, short supply of oil, having our records investigated, examinations, and if so inclined could allow it to lay heavily on our minds if we imagined an official car attached to our train contained intoxicants. With a little assistance from our imaginary powers the above conditions, as well as others that could be mentioned, can be construed into severe hardships and shorten the summer of an engineer's life. But it seems a logical view of the situation would relieve us of any mental strain in coping with such matters. Surprise tests usually add a little to our physical labor, but should be regarded otherwise the same as the incident would be if brought about by some necessity of the service, and if an official intentionally delays a train, let him explain why it was late. No one can criticize the engineer for time consumed by the test and his responsibility ends when his delay report is made. Each engineer should have confidence enough in his own ability to feel that he can run a locomotive as far as it will run for oil, and if not enough is furnished it develops another case where the engineer can end his responsibility by an explanation, and let the other fellow worry over delays and high cost of maintenance. Force of habit is so strong that the man with a record that will not stand inspection does not last long whether it is investigated

or not; in any event, such a person has small ground for complaint. There are few who are willing to risk life and limb by running against a man not thoroughly equipped to perform the complicated duties of an engineer, or one who is depending on an unreliable watch; hence, examinations are necessary to safeguard us as well as the traveling public. It is highly probable that at times official private cars contain liquor, and the same is true of many private houses; however, those who have had access to official cars are aware that the practice is not common, and in either case it would be exhibiting poor taste to guess at the situation and advertise the affirmative as a fact.

Readers of our JOURNAL have had an opportunity to notice quick resentment on different occasions when some ungentlemanly person has made a broadcast charge of intemperance against engineers, and it will be well to remember that a general charge of that kind when applied to officials is liable to grate as harshly on their ears as it does on ours when made against us, and we can turn to the back pages of our JOURNAL for absolute proof that all engineers are not immune. A desire to be fair will prompt us to glance at the situation from the other man's point of view. Less than 10 years ago it was my fortune to attend a meeting when comparisons were being made between wages of engineers and other craftsmen, and the principal spokesman took for his topic an engineer who was unfortunate from a financial standpoint and held him to view as a horrible example of the small wages paid to engineers. Among the speaker's intimate acquaintances were many Brothers who owned their own homes and high-priced automobiles, but the prosperous men all escaped his notice, and he seemed to avoid mentioning the fact that the particular engineer he was elaborating on was largely responsible for his unfortunate condition. This incident is mentioned merely to illustrate how a single idea can absorb one who is not broadminded enough to see both sides of a question. No doubt mistakes are made in selecting railroad officials the same as in selecting other employees, but the offi-

cial in such cases is the less fortunate, as there is no labor organization's agreement to be considered when he proves inefficient and is dismissed. There is absolutely no chance for gain by individual engineers antagonizing officials or in referring to them in a derogatory manner that will arouse their enmity, as anyone ought to know that one official with kindly feelings will do us more good than a thousand whose hearts are full of resentment; there may be times when our Grand Officers or committeemen acting in capacity as counsel may deem it advisable to use incriminatory language, but at all times those who have the welfare of the Brotherhood at heart will avoid making enemies for the institution unless evident benefits are derived by doing otherwise. Yours fraternally,

J. L. BOYLE, Div. 422.

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### The Order—Fallibility Convictions

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ATLANTA, GA., April 5, 1916.

EDITOR JOURNAL: It is quite a strange thing, this human creation; we know that there is a hand of destiny that overrules our very existence, some things we cannot fathom; we really do some smart things at times, but we are often called upon to exercise our functions quickly and correctly. Sometimes a mistake is made that costs dearly in humanity and finance. Can we help it? I say, "No!" We are deficient in many ways. If we were perfect in every direction we would have no ambition and desire, therefore there would be nothing doing, and we all would probably be as the cave men were. So, therefore, I say when the engineer makes these mistakes we so often read about, he is not wholly to blame, the remorse of conscience is all sufficient to punish him for it all. Yes, the engineer was at fault, he did not see the signal or disregarded the proper notice given him to avoid the catastrophe. How much comfort a few kind words from the one or all of those in authority would be to the Brother in trouble, no one but himself can estimate. No human being on earth knows the circumstances fully that transpire in the mind of the locomotive engineer during his life as such. It cannot be absorbed by any other



mind than his own. It looks easy to those in authority; in fact, it looks easy to the engineer's side partner; it comes as close as this, still there is a lack of grasping the situation as it really is. How many things he sees in time to thwart, that receives no notice from any one else, is never known. In fact, it becomes a part of himself to notice and execute these many things; he realizes that it is his duty therefore is passed by when accomplished. He performs his duties without a thought of the great weight that is pressing down upon him, does it cheerfully and without mental strain. Why? Because he knows every phase of his business, knows in his mind that he is equal to the situation, let come what may, he is ever ready to meet it with the proper remedy, a remedy true and tried, one that will effect a cure. Now most assuredly he richly deserves some commendation sometimes in a lifetime for some very valuable act of his, and sometimes deserves the sympathies of the masses for a mind failure, something that he does not have perfect control over, neither does any human being possess; so we are all in the same fix so far as perfection of mind goes, at least.

The locomotive engineer of this period is more intelligent than he ever was. He has the profession better in hand and therefore is best equipped to safely steer this old monster to its destination; he fears nothing, his mind is on everything, therefore is the safest in command obtainable for the very great task that is to be performed for the benefit and advancement of the world in its rapid progress. Occasionally he lays down his life in the sane performance of his duties, the body is laid away, others take his place and the commerce goes merrily on, some weep tears of sorrow for his untimely end, others say that belongs to the game, but he has performed a great service for his country and mankind.

Some wear out, and are laid on the shelf, so to speak, but you can talk to him at any time and we find he never forgets anything about his profession; we often gather valuable information from those old Brothers in conversation.

We have several questions before the Organization now that require our very

serious consideration. We sometimes discuss the closed shop, but I think we now have the closed shop as near as it will ever be, inasmuch as we bind ourselves to protect the non-member, in case of trouble. I cannot see any inducement for a man to affiliate with the Order when he gets every assistance that the recognized member gets without any cost to himself. This is human, the reasonable man, the fair man will not look at this matter this way, but in all probability we have all of the reasonable men in the Order already, but we find many men running engines who do not belong to the Order, so it becomes necessary to so change the laws that every man who does not hold legal membership in the Order be required to root for himself, then you will see the greatest increase in membership that we have had in years. As the law stands now, if an engineer does not want our insurance, he sees no need of the rest of the Order, and yet go up and fight or plead for him just as seriously as we would for (Nick Carter) who has been an acceptable member and paid his dues regularly for forty years. Is this fair?

The best remedy to regulate this feature is to remove this law from the statutes, and leave them to steer their own canoe, and we will see how quickly they will see the impossibility of doing so, and make a rush to get on the power-propelled craft. We cannot constitutionally make a law prohibiting a man from following the profession unless he is a member of the B. of L. E., but we can make laws that will leave him to his own destiny while we quietly sit by and see him go over the precipice. Put them out in the rapids without an oar once and note the change of heart; this is the same old self-preservation first.

On the question of representation we think that the present plan is a magnificent one, we do not believe in the main that any other plan would satisfy as the present one does. We could say that it costs too much. Just take a sober, honest consideration of this phase, and see if you can bias your mind with a single instance where anything that we ever paid for in this Brotherhood did not return to us a thousand per cent for all money that we

contributed. The young element might not see it, those who come into an inheritance, as you might term it, against the steel in the earlier days of this Brotherhood.

I stand for the present plan, though I think it would be preferable if we make the convention period for a stated length of time; this would probably facilitate the transaction of business.

Now that the eight-hour day and change in overtime has been presented to the railroad companies in the United States, and we are very much hopeful of a satisfactory adjustment of the matter, one that will leave us good friends, we are going to leave the matter wholly in the wisdom of the heads of the Organizations. The railroads are asking for an increase in freight rates, and they justly deserve a raise. And we should use our influence wherever we can to help them secure that. Each of us will pay as much of the increase, per capita, as anybody. Therefore we say yes, give them a living chance. The public want the roads to furnish them every convenience but are not willing to pay the fiddler. This is unfair. If the roads hauled the freight free, beef would be the same price as now; so would all the necessities of life—a business feature we are beginning to learn something about. By all means grant the railroads a substantial raise in all rates, and don't legislate the industry to death, and refuse to attend the burial.

It is indeed inspiring to see the many photos of the older Brothers in the JOURNAL April number; it carries us back to the days when we were younger, when we thought that we were a cracker jack, when the big jack would move at our will. I extend to them all a hearty handshake and thanks for their patriotism to this grand Organization, and wish for them many days of real leisure and pleasure. There must be a suitable reward for them stored away somewhere.

R. G. GAME, Div. 498.

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### Bro. W. F. Segner's Silver Wedding

CLARION, IOWA, April 30, 1916.

EDITOR JOURNAL: April 15 is a date long to be remembered by those who

gathered together at Kirkpatrick Hall to celebrate the Silver Wedding Anniversary of Brother and Sister W. F. Segner. The occasion was planned by the B. of L. E. Brothers of Div. 655, and the G. I. A. Sisters of Palm Div. 427. The hall was beautifully decorated with the emblems and colors of the Organizations, and pink carnations, smilax and ferns were used for the tables.

Following a splendid supper, Brother B. McLain, in behalf of the Brothers, Sisters and friends, presented Brother and Sister Segner with a chest of silverware. Brother Segner responded, but was interrupted several times by what he termed an unusual fullness gathering in his throat. Brother Cressey then introduced Superintendent W. L. Derr as one of the most forceful and convincing speakers in private that it had ever been his privilege to listen to, whereupon he demonstrated that his accomplishments as a speaker were not altogether confined to private entertainments. He was followed by Master Mechanic H. W. Ensign, Round House Foreman S. C. Kennedy and Brother R. E. Kennedy, General Chairman for the system. Mr. Derr, Bros. McLain and Kattenberg favored the gathering with recitations. Bro. Kattenberg also gave an illustrated talk on his trip through Cuba, and closed with a fine, large fish story.

Special songs and music were enjoyed and at the close all joined in singing "God be With You Till We Meet Again."

The matter was strictly a Brotherhood affair, except the Superintendent, Master Mechanic and Round House Foreman. Brother Segner himself being Traveling Engineer, but at present filling temporary vacancy as Chief Dispatcher.

Brothers and Sisters from out of the city were R. E. Kennedy, Div. 333, St. Paul; Robert Segner, Div. 555, Sioux City; Sister Frank Tuller and Brother and Sister W. E. Oleson, of Council Bluffs.

SEC.-TREAS. DIV. 655.

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### Bro. S. W. Brown

ERIE, PA., March 16, 1916.

EDITOR JOURNAL: On request of members of Div. 282, I will endeavor to write

a brief sketch of my railroad career.

I was born July 18, 1848, on a farm in Crawford County, Pa. At the age of 15 I began as a water boy on a gravel train on the Franklin branch of the then Atlantic & Great Western Railroad, now the Erie Railroad; then to braking for a while; later wiping the engine on the same train and from that to firing. In 1866 I left there and went to firing on switch engine at Corry for the Pennsylvania Railroad. Was promoted to engineer April 29, 1869. I joined Div. 117, B. of L. E., at Erie, Pa., October 9, 1870. Resigned position on Pennsylvania Railroad May 23, 1873, to accept position as engineer on the then Bear Creek Railroad, now the Bessemer & Lake Erie Railroad, which position I held until I retired October 1, 1915, by my own request on account of my age. Was admitted to Div. 43, at Meadville, Pa., April 18, 1887, from Div. 117.

In 1894 Charles V. Huber and I applied for a charter and organized Div. 282 at Greenville, Pa., July 22, 1894, which was transferred to Albion, August, 1900. Represented Div. 282 as a delegate to the Convention at Norfolk, Va., in 1902.

On retiring from the service of the road I was presented with a handsome gold watch and chain from C. H. Utley, general manager of the road; the boys of the road also presented me with a large leather lounging chair, smoking table and its accessories and a pair of auto gloves.

Yours fraternally,  
S. W. BROWN, Div. 282.

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Bro. Geo. A. McLain, Div. 746

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TURTLE LAKE, N. D., April 14, 1916.

EDITOR JOURNAL: Some time ago I received my honorary badge from the Grand Division, and through the JOURNAL I wish to say to the Grand Officers, the G. I. D. and Div. 746, that from the bottom of my heart I thank you. I feel highly honored in being qualified, through 40 years of active membership, to wear this badge of distinction. It is no less, however, an honor to the donor, for it was these early craftsmen that laid the keel of the most modern battleship manned by labor's hosts.

It is indeed interesting to read the experiences of the many honorary members of the G. I. D. that appear in the JOURNAL, and as a short history of my own experience might not be out of place I submit the following:

I commenced firing on the Michigan Central Railroad in 1867. My first position was firing the "Bald Eagle" (engines were all named then) for Engineer James Jackson, at Kalamazoo, Mich. Then I went firing freight, on engine "Grampus," for E. K. Baily. The engines were all wood burners then, and paid eleven shillings per day; it might be said that 100 hours or less constituted a day's work. I fired a wood burner for about two years, then the company got some coal burners, and as these engines were paid 13 shillings per day, I learned to fire coal, and went on as a coal burner fireman. My brother, S. B. McLain, was instructor in the art of firing coal.

When the engines went into the shop for repairs, the engineers and firemen went with them—the engineers filing the rod brasses, and the firemen cleaning the brass, and such other work as was required of them, getting pay by the day for their work.

I was promoted to the position of engineer in 1870, and the first engine I ran was the "Jupiter." I am inclosing two copies of orders I received in the early part of the year 1871 which are interesting, compared with our orders of today. I joined Div. 2, located at Jackson, Mich., in 1871. In 1878, the master mechanic, Edgerly, now presumably in Hades, commenced a system of weeding out the B. of L. E. men; he promoted firemen of only eight months' experience, put them on passenger and reduced the old men to freight service, and some of them had been there when they had no headlights, wooden brake shoes on their cars, all hand brakes and no steam gauges, only scales to regulate the steam pressure. These were trying days for the B. of L. E. men. They were given their choice of losing their runs, a reduction of pay or withdrawing from the Brotherhood. We had very few disloyal men those days and most of them left the service of the company. I left the service that year and

ran a dray in Jackson, Mich., and commenced running again on the Northern Pacific in 1880; ran there until business dropped off, went on the St. Paul, Minneapolis and Manitoba, pulled freight and passenger there for five months, then went back on the N. P., where I am still in the service.

I went into Div. 202, then located at Fargo, Dak.; since located at Dilworth, N. D., as a charter member, and when Div. 746 was organized I went in as a charter member. I served as Chief of the latter Division, but took a branch run and had to give up the office of Chief. I joined the insurance and took out a \$3,000 policy, and joined the pension two years ago. I feel that the pension is one of the most valuable additions to the B. of L. E.'s many benefits adopted recently, not only for the older members who need it in their declining years, and are soon to pass over the Great Divide, but the younger members who may meet with such accidents as may disable them for life. As I write I have in mind two engineers who are young men who apparently would have many years to draw from the fund. By all means join the Pension Association. Sincerely and fraternally,

GEORGE A. McLAIN, Div. 746.

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**Bro. J. A. Mulford, Div. 612**

LOGANSPOUT, IND., April 16, 1916.

**EDITOR JOURNAL:** Enclosed please find photo of Brother J. A. Mulford, which if you have space, we would be pleased to have published.

Brother Mulford was born in Albany County, West Troy, N. Y., in 1830, and will be 86 years old December 9, 1916, and is in very good health for a man of his age.

He started railroading on the Vermont & Massachusetts Road in 1850, went to the old Louisville Road in 1852, left there and went to the Hamilton-Dayton in 1854, from there to the Kentucky Central in 1856, worked there until 1863, came north and entered the employment of the Cincinnati & Chicago Air Line, now the Pan Handle.

He joined the B. of L. E. in 1864, and like many others had the misfortune of

losing out during the trouble of 1873 on the Pan Handle. Was out of employment for quite a long time and consequently dropped the Brotherhood from 1879 to 1883, which is the cause of Brother Mulford not having an honorary badge. He joined again in 1883 and has been a member ever since, and at present is a member of Div. 612, and we join in



Bro. J. A. Mulford, Div. 612

wishing Brother Mulford and his wife many more years of health and happiness.

Fraternally,

S. W. CURTIS, S.-T. Div. 612.

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**Bro. Marvin Spoor, C. & N. W. Pensioner**

WAUKEGAN, ILL., April 10, 1916.

**EDITOR JOURNAL:** In reply to the request of Div. 96, will say that I am only too glad to give an idea of the many years of service I have enjoyed on the Milwaukee division of the C. & N. W. Railway.

I was born in Arcadia, Wayne county, New York, on the fifth day of February, 1839; lived at home helping my father on his farm until I was 21 years old.

I then struck out for the West and landed in Chicago (1860). There I got a



Bro. Marvin Spoor, Div. 96

job firing on the Chicago & Milwaukee Railroad (now the Milwaukee division of the C. & N. W. Ry.). I fired a short time on wood, gravel and freight trains, when I was promoted to the Milwaukee passenger train. I held that job until August, 1862, when I enlisted in Company C, 89th Illinois Volunteer Infantry.

At the end of the war, June, 1865, I resumed my railroad career. I worked in the roundhouse as a helper and extra engineer on all kinds of trains, wood, gravel and passenger, until February 29, 1868. On that date I was coming south from Milwaukee on the local freight and in switching on some cars at Kenosha, Wis., I accidentally put my left hand through the cab window, cutting my wrist very badly thus permanently disabling my left hand.

I was laid up with this injury until the following May. Then I was put on the first short suburban passenger train running from Chicago to Evanston. My wrist was just getting healed up at that time when our master mechanic (George W. Cushing) sent for me, being a cripple, to take the run. The engine was the old "Pioneer," but she did not last long.

I ran the Evanston train until the fol-

lowing May (1869), when they extended the run to Waukegan. I held this run until the spring of 1901. At that time I sprained my left leg severely and our chief surgeon condemned me for service, saying it would never be any better.

The company then pensioned me and told me to be good to myself. In all my long service I was generally treated kindly by the railroad officials and with kindness and respect by my fellow employees, all of which I appreciate.

I have been a member of Div. 96, B. of L. E., in good standing continuously for over forty years and appreciate the recognition given me by the Grand Lodge when I was elected honorary member of the G. I. D., and presented with the badge of same.

Very truly yours,

MARVIN SPOOR.

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Bro. W. R. Hatfield, Honorary Member, G.I.D.

OAKDALE, CAL., May 2, 1916.

EDITOR JOURNAL: Division 283 received a badge from the G. I. D., making Brother Hatfield an honorary member of the Grand Division, and on request of the Division, Brother Hatfield wrote the following biographical letter:



Bro. W. R. Hatfield, Div. 283

*To the Officers and Members of Div. 283:*  
 Brothers: In compliance with your request, I will say that I was born in Wayne county, Ohio, June 6, 1846. Moved with my parents to Chicago early in 1854. Attended the Scammon and Skinner schools and two years at Western Union Military College at Fulton, Ill.; enlisted Feb. 2, 1862, in Mississippi Squadron, was assigned to the "Cincinnati," followed her from Ft. Henry to Vicksburg, and was discharged just before she was sunk opposite Fort Hill.

Re-enlisted in the Strong Arm and went on foot, put in 100 days with Sherman, Chattanooga to Atlanta in the 16th Corps. Discharged November 5, 1864.

Commenced railroading as brakeman in January, 1867, at the princely salary of \$45.00 per month, with Conductors Jim Mills, Charles Chamberlain on the south, and with Charlie Holt; back to Chicago with Charlie Elliott; behind Tutt Sweeney, Ed. and Eli Verdeau, Frank Rugg, Jim Allen and others.

The largest engine on the division was 16 x 24 and we called her the "Mogul." Eli Verdeau had drawn \$108 for December pay and it was the talk of the division that a man could earn that much. Platform brakes and no two car lines of the same height. The present day automatic trainmen would be lost the first day.

Came to California, September 9, 1871, entered the employ of the Central Pacific the same month in the Sacramento shops. From there to the engine, where after 41 years by my request was placed on the pension list. Handled most of the material to build the road from Merced, Cal., to Yuma, Ariz. Pulled the first through passenger train from Los Angeles to San Francisco over the Tehachapi Mountains.

On September 6, 1876, went 300 miles to Sacramento to join Div. 110, the only Division on the Coast; was a charter member of Div. 126 at Tulare. Transferred to Div. 283, Oakland.

Represented Divs. 126 and 5 in the New York Convention in 1886, Divs. 283 and 704 at Detroit in 1910.

Was vice chairman of the G. C. of A. and general committeeman for years of Divs. 126 and 283.

Was author of the mileage pay on the Southern Pacific in 1895.

Many thanks for the badge, with best wishes to the B. of L. E.

Fraternally yours,  
 W. R. HATFIELD, Div. 283.

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Bro. J. M. Dickinson, Div. 18

ROCHESTER, N. Y., April 8, 1916.

EDITOR JOURNAL: Enclosed please find photograph of Bro. James M. Dickinson, member of Rochester Div. 18, also short sketch of his life.

Brother Dickinson, no doubt, has been on the payroll of the New York Central



Bro. James M. Dickinson, Div. 18

Railroad Company longer than any other man who has ever been in its employ. He was born at Brownsville, Jefferson County, N. Y., July 25, 1831, and came to Rochester with his parents in 1844.

His father ran a locomotive between Albany and Schenectady in the 30's, and came to Rochester and ran between Rochester and Auburn in 1842.

Brother Dickinson began firing on the Auburn branch of the New York Central, which was then known as the Auburn & Rochester Railroad, July 1, 1848, on engine named "Providence," as all engines at that time were named instead of numbered. He fired continuously until 1852, when he was promoted to the position of engineman, and ran the first

switch engine in Rochester, the engine being named the "E. P. Williams." Business dropped off in 1854, and he being the youngest engineer at the time was taken off his engine and put in the shop. When business again picked up instead of his going back on the road he preferred to stay in the shop, and remained there continuously until 1871, when he was again put back on a locomotive and ran until the New York Central pension system went into effect, which was January 1, 1910. He was then in his 79th year, and nine years past the pension age limit. Brother Dickinson was running a switch engine at the time of his retirement and handled his own engine practically all the time, six days a week.

He was on the payroll of the New York Central and did not miss the pay car any month for 61 years and six months, and has been on the pension roll for six years, making a total of 67 years and six months without ever missing a month's pay. He was never suspended or reprimanded in all his years of service.

The Constitution and By-Laws of the Brotherhood of the Footboard, as it was known at the time, was sent to Brother Dickinson from Detroit, Mich., by his brother, who was then running on the Michigan Central Railroad, to be delivered to our late Brother Charles Thomas, and from which Div. 18 originated. As Brother Dickinson was not then running an engine he did not join Div. 18 until 1872.

He has also been a member of Yonandao Lodge F. and A. M. since 1859. He has never used tobacco or liquor, and although nearly 85 years of age looks and appears younger than many at the age of 70. It is his practice to walk several miles every day and make frequent calls on the sick and disabled members who are always pleased to see him. He has a host of friends who hope that he may live and enjoy life for many years to come.

Yours fraternally,

MEMBER OF ROCHESTER DIV. 18.

**Lorenzo S. Coffin**

Tablet erected in the Home Library, April 10, 1916, in honor of Father Coffin, widely known, loved and respected by

members of the railroad Orders, for whom he devoted the best efforts of his life for both safety and a Home in which to care for those who, from accident or disease, become incapacitated and unable to care for themselves.—EDITOR.

### Tablet

"TO LIVE IN HEARTS WE LEAVE BEHIND  
IS NOT TO DIE"

**LORENZO S. COFFIN**

Born 1821 Died 1915

Erected in grateful remembrance of one who Holds a first place in the hearts of the Railway employees of America.

He was foremost in demanding that living and Service conditions for railroad men be Improved, and was an earnest and sincere Worker as well for the welfare of the Unfortunate.

His life's efforts were marked by unostentatious Philanthropy, an unwavering defence of Principle, and a gentleness of spirit that Wrought great accomplishments out of seeming Impossibilities, which gained for him the Confidence and love of those he served, to Whom he was known as

### FATHER COFFIN

He was the first president of the Brotherhood Home, whose foundation rests on the ready Response of the Organizations of railway Men to his first appeal for assistance.

"In God's name, and in the name of humanity, And for the Brotherhoods, do not neglect these Poor unfortunate and helpless men. Let not This grand, Christ-like, this real, true Brotherhood work stop. Send not these men Back to die in the poorhouses or to become a Great burden to their friends."

### Railroad Men's Home

HIGHLAND PARK, ILL., May 1, 1916.

EDITOR JOURNAL: The following contributions were received at the Home during the month of April, 1916:

#### SUMMARY.

Grand Lodge B. of L. F. & E.....	\$1662 81
Grand Lodge, B. of R. T.....	2974 68
Grand Division, O. R. C.....	323 40
Grand Division, B. of L. E.....	76 40
B. of R. T. Lodges.....	67 00
O. R. C. Divisions.....	30 00
Mrs. M. J. Whalen, Milwaukee, Wis.....	30 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
From a member of Div. 249, B. of L. E.....	1 00

\$5168 29

Respectfully submitted,  
JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

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For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Sweet Sixteen

Dedicated to Elizabeth Cassell, May 5, 1916

You came to us in May-time  
As welcome as the flowers,  
That bloom in Spring, when young birds sing  
In bright and sunny bowers.

The years of your brief babyhood  
Passed all too soon away;  
You began to walk, and then to talk,  
Growing sweeter every day.

And then began your school life,  
So full of golden youth,  
When days are bright, and all seems right—  
In a world of love and truth.

Here you found some toilsome heights to climb,  
And you met things unforeseen.  
But childhood won't last, the milestones have passed;  
And today you are sweet sixteen.

That magical age of sweet sixteen;  
Filled with hopes of the bright sun rays,  
So happy and free, you look forward and see  
The vision of future days.

The world beyond has room to spare  
And pleasures and dazzling things,  
May your feet ne'er stray from the rightful way,  
From whence all happiness springs.

May your life be sweet as this birthday month,  
Is the wish we hold for you.  
May you ever abide in life's sweet spring-tide  
And each year gather blossoms anew.

God speed you, then, and His guidance keep  
Your life from each wind that blows.  
Keep you pure and bright, like the mayflower white  
The sweetest flower that grows.

—Mary E. Cassell.

### June

"Oh! What so sweet as a day in June?"  
This is the month when buds and blossoms are all in tune, the month which ushers in the "good old summer time."

The month of roses and brides and sweet girl graduates. Who could not be happy in June time? How the children look forward to vacation with all its freedom from the schoolroom and lessons! Now for the country and grassy lanes. The long days to be spent fishing and swimming. Where is there a boy who cannot find a swimming hole somewhere if he does not live near a large body of water? Every little rivulet invites the barefoot boy, and girls also will delight to wade in.

This is the time to picnic in the woods and mother can take the little ones and enjoy a time away from the environments that have held her close all winter and spring. Every man, woman and child who labors in shop, home or school should have a vacation time of a few weeks at least during the summer in order to recuperate and take on new life, which gives renewed energy when tasks are again taken up. Let us hope that all our railroad boys will get the eight-hour day, which will give them some time in which to think of the higher things of life, some time to devote to the pleasure of wife and children, many of whom are deprived of their companionship for long days at a time.

In the month of June our B. of L. E. and G. I. A. Divisions will be observing their Memorial day, and it is a beautiful custom to pause in the busy whirl of every-day life for a few hours each year to honor our dead, many of whom were



called away without a moment's warning.

While we are remembering the dear ones who have passed away, let us gather the lesson that every flower given and kind word spoken to our fellow man while he is living will do more good than all the flowers we can pile on his casket or all the good things we can say of him after he is dead, when the eyes see not and the ears hear not.

M. E. CASSELL

### The Best Monuments

Better than shafts of granite  
That point to a fickle sky,  
Which will sometimes weep  
For the ones asleep,  
But as often will laugh at your sigh.

Better than mausoleums  
Of stone from a master's hand  
But which know no grace  
For a suffering face,  
But in splendid idleness stand.

Better than these are the offerings  
Which, in constant round of love,  
Will carry relief  
To the cots of grief,  
In memory of those above. O. C. H.

### Valentine Social at Portsmouth, O.

One hundred and thirty-five was the number who attended the valentine social of Ohio Valley Division 483, and their husbands. The party was an enjoyable affair, with vocal, piano and violin music by Mrs. Norma Hark Young, Mrs. S. R. Crawford and talented young daughter, Miss Ruth Crawford, the Misses Cryer, Bowen Prince, Leslie Cowdry and a quartet of high school boys, Prince, Ball, Lewis and Jones, and a reading by Mrs. Louis Dunn. In a drawing contest Mrs. H. H. Foster won a sterling silver G. I. A. spoon. The delicious refreshments included sandwiches, salads, ice-cream, cake and coffee. A valentine postoffice was the cause of much fun.

The President received the following:

PORTSMOUTH, O., Feb. 14, 1916.

*Sisters of the G. I. A., Div. 483:*

By my own personal investigation I will endeavor to state the condition of affairs in this our beloved G. I. A.

I find that some of the Sisters getting together planned this whole scandalous affair. A friend and myself went out

walking one fine afternoon. We met Sister Simonton; her greeting was, "Bothwell"—(both well)? I replied, "Yes indeed; we hope you're well." She said, "I certainly do feel fine this winter." You see the poor old dear was wholly unaware of the dire plot against her. Well now, to get back to my subject.

Remember, I do not like to spy on folks, but who would not *Foster* the idea that something was wrong?

We had stopped by the roadside, when behold we *Sawyer* friend *Doley* galloping by like a *Prince*, *Rindenour* (riding our) G. I. A. goat. At once I knew she was up to some mischief, as she was carrying a roll of paper in one hand. I made up my mind to follow her and see what it was all about. She kept right on over *Hill* and dale, passed the *Kiser* by without even a salute, met a man taking his two *Scott Colleys* (Scotch collies) out for a run, which frightened her steed somewhat, but still she urged him on. Coming to a *Brook* which had left its banks. I thought surely this is where she stops. But alas! with *Paynes* she slowly made her way across. This *Dunn* she was about to reach the well *Kemp* (kept) grounds of Sister Simonton when she came upon a *Mason* with *Pyles* of brick which obstructed her way, but seeing *Lee-Neve* (Leneive), *Ne Ef* (Neef) and some others standing around she decided to leave the goat with them, who by this time after being ridden so hard was steaming and blowing like an engine in the *Glasgow* works of Scotland. Sister *Doley* stealthily crept up to Sister Simonton's house and this is what she thrust into the mail box.

Sworn to by me this day,  
MRS. A. B. COLLEY.

### Women as Physicians

The gradual breaking down of the bars against women entering the professions, says the *Des Moines Capital*, has been noticeable in this country in recent years. The prejudices are still so great in certain quarters, however, that a victory for the women is worthy of considerable attention from the press. For instance, when

the Bar Association of Boston recently admitted women to membership the fact was heralded far and wide.

In the many readjustments of economical and social conditions which will follow the war in Europe will be the enlarged status of woman. The immense drain upon the male population has thrown the women into all lines of activities. In some of them they will not be permanent because of physical limitations, but in many of them they are bound to win a permanent place.

Prominent among the permanent advantages will be woman's place in the practice of medicine. Hospitals all over Europe are sending out calls for women physicians. Medical journals in Great Britain are filled with advertisements offering positions formerly held by men to women at greatly increased salaries. Medical schools in Iowa have one or more women in nearly every class that is turned out. They have demonstrated their capacity for mastering the rigid training that is necessary to obtain the state licenses.

The war has opened up enlarged opportunities for women that would have come only after years of patient effort under any other conditions.—*Contributed by E. H.*

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### What a System!

What a system anyway!  
 Some must work for little pay;  
 Others have no work to do  
 And are in a pretty stew;  
 Some don't have to work at all,  
 And on servants they can call;  
 Some have everything to eat  
 And a house on Easy street;  
 Others live in shabby shacks  
 And have rags upon their backs;  
 Some must worry, fret and strive  
 Just to keep themselves alive,  
 To exist from day to day—  
 What a system anyway!

—*Coming Nation.*

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### Seek Good and Ye Shall Find It

The good that lies sleeping within us needs but a touch to make us beings of light and beneficence.

The world at large is kindly-hearted, despite the fact that many would have us think it intensely selfish, self-satisfied and self-centered.

Even the great mass of money-getters,

those who make the pursuit of dollar-making the chief end and aim of their lives, have a very human side and are kindly-hearted when properly approached.

Beneath the veneer which many persons thoughtlessly assume, real hearts are beating, many times hungering for a closer touch with their kind—and longing to show the wealth of love that lies within them.

Good lies sleeping within everyone. Debased as one may become, at least a spark remains, needing but the breeze of opportunity to kindle it to a flame.

We find it in the rich society woman, bent on mere pleasure; in the busy man of affairs; in the sturdy, stolid day laborer; in the tramp who comes to our doors and in the street urchin.

We find it in the woman who has closed the door of the world against herself; in the man who is serving a sentence for the infraction of some law of society, and in the eyes of a helpless babe who lifts its arms up to us.

Man, woman, child and babe all want to be good if we will only reach out to them, offering them the elements which promote goodness.

When we sow hate and unfriendliness it is impossible to reap goodness or to arouse it in others.

One kindly word or act is all that is needed to start the fountain of goodness in others.

What sweeter experience in life is there than to arouse the good in others and to see them blossom into useful lives because of effort on our part?

Sometimes the opportunity comes to us with mere strangers—ships we meet in passing—and again with those whom we have known all our lives.

Someone has said that "the manner of reception depends upon the avenue of approach." Perhaps we have not approached them exactly right. We must study the case and plan a new line of reaching them.

Yet it does not take much finesse to reach hearts and arouse the good that lies within them. Usually all that is required is to fill our own hearts with good thoughts—kindliness toward others—and instantly we find response.

The world is really hungering to be good—to live and to be loved. As we establish a common bond of love and good intentions between each other, kindly thoughts and deeds flow from the heart.

It is such a little thing to do, and there is nothing that pays larger returns in the right kind of self-satisfaction.

The heart of the world is a well-spring of good if we will but start it in the right direction.—ANNIE MILLER KNAPP, *Woman's National Weekly*.

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### Saved by a Song

In his new book, "Why Men Pray," published by Macmillans, Dr. Charles Lewis Slattery retells one of Henry Drummond's old stories to illustrate his point that prayer produces a sense of human fellowship.

"One Sunday night on an ocean steamer a man spoke of a hymn which had just been sung as having for him peculiarly sacred associations. He was in the Confederate Army in the American Civil War and was ordered at one time to lonely sentry duty. As the night wore on he felt his danger, and to keep up his courage he began to sing:

"Jesus, lover of my soul. . . .

and after uttering the great prayer of this hymn he was comforted and felt quite safe.

"A strange expression came over the face of a fellow passenger on the ship: 'I' he said, 'was in the Union Army that night and had been sent out with a party of scouts. We saw a solitary sentry, and my men had their rifles leveled to fire; but just then we heard the clear notes ringing out in the stillness:

Cover my defenseless head  
With the shadow of thy wing;

and I said, "Boys, lower your rifles; we'll go home!""—*New York Sun*.

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### Not Very Busy

"Recorder of Deeds" read the sign over the door of a handsome building on one of the more prominent of the golden streets.

A new arrival within the pearly gates entered.

"The recording of deeds interests me," he announced. "I used to be a lawyer in the other world. But why is it that all the clerks are working except you?" he inquired of the only idle member of the force.

"I record the good deeds," explained that member courteously.—*Pittsburgh Post*.

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### Sure Thing

"The man who gives in when he is wrong," said the street orator, "is a wise man, but he who gives in when he is right is—"

"Married!" said a meek voice in the crowd.—*Tit-Bits*.

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### A Stunning Product

A pompous manufacturer of machinery was showing a stranger over his factory.

"Fine piece of work, isn't it?" he said, when they were looking at a very ingenious machine.

"Yes," said the visitor, "but you cannot hold a candle to the goods we are turning out."

"Indeed!" said the chagrined manufacturer. "And what is your line?"

"Gunpowder," was the reply.—*New York Globe*.

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### Anecdotes of the Famous

Like most musical celebrities, Paderewski is continually being pestered by utter strangers who wish him to do them favors. On one occasion just before he was to give a recital he was accosted by a talkative old lady.

"Oh, Mr. Paderewski," she said: "I am so glad to see you. I have tried in vain to purchase a ticket, for the hall is full. Have you a seat you could let me have?"

"Madam," replied the great pianist, gravely, "there is but one seat at my disposal, and that you are welcome to if you think fit to take it."

The old lady was nearly beside herself with joy.

"Yes, yes!" she cried eagerly, "a thousand thanks! Where is it?"

"At the piano," answered Paderewski,

quietly, as he disappeared down a corridor.

Like many other famous writers Kipling is not a bit like what the public imagine him to be, and people are sometimes a little disappointed when they first meet him to find him so quiet and reserved.

On one occasion a gushing young lady admirer, who had waited years for an introduction to the great writer, was at last lucky enough to be introduced to him.

"You!" she cried somewhat rudely. "You—you are Rudyard Kipling?"

Naturally Kipling felt embarrassed.

"Yes," he murmured modestly.

"But I thought," continued the young lady—"I thought you were—oh, how shall I say it?—something quite different!"

"Oh, I am," Kipling hastened to tell her gravely, and in a very confidential tone—"I am, madam, only, you see, this is my day off!"—*Cleveland News*.

#### Journal Notice

Additional appointments, Grand Organizers and Inspectors:

Mrs. J. S. Query, corner Emmett and Green streets, Portsmouth, Va.

Mrs. W. D. Simonton, 1741 11th street, Portsmouth, Ohio.

Mrs. Chas. Shermer, 238 13 East street, Salt Lake City, Utah.

Mrs. L. C. Smith, Bristol, Va.

Mrs. Jennie Parkhurst, 101 Hoffman avenue, Oil City, Pa.

MRS. W. A. MURDOCK, Grand Pres.

#### Washington, D. C., Union Meeting

On March 23, Div. 115, Washington, D. C., entertained the circuit meeting in their hall. The President, Sister Henderson, called the meeting to order at 10 a. m.

At noon we adjourned for lunch, which was under the supervision of Sister W. Brown, who was chairman of the lunch committee. Sister Brown always does her work well as chairman, but this time she tried to excel all former efforts, and we were provided with a lunch that was certainly excellent. During the afternoon session parts of the ritual were exemplified with very few corrections.

With pleasant debates and words of encouragement the time sped only too fast and the meeting closed at five o'clock.

The next meeting will be held with Div. 110 in the city of Baltimore in June.

COR. SEC.

#### New England Union Meeting

The second New England meeting was held in Concord, N. H., on April 12, with Div. 49. Nearly 230 members availed themselves of the opportunity to be present. Sister Bacheldor, President of Div. 49, formally opened the meeting, and her work throughout the entire day was of great credit to herself and the Division. A. G. V. P. Sister Cook was admitted with honors. Fourteen presidents were also given the grand honors.

In behalf of the Division Sister Cook welcomed the assembly, giving to the old members and faithful workers an affectionate greeting, and expressing her pleasure that those meeting with us for the first time were of us and with us.

After the dinner, which was served by the ladies of the Methodist church, the meeting was resumed; Div. 99, of Boston, was the first to exemplify, putting on the memorial service with Sister Place, President, in the chair. She, with 30 of her members, made this service beautifully impressive.

During this service three solos were sung by Sister Brown, and Sister Fogg gave a reading which added much to the beauty of the form. This Division also gave their floral drill, which was applauded by all. Div. 49 gave the forms of initiation and transfer in a most creditable manner.

Div. 155, of Nashua, followed with the form of balloting; with Sister Chase in the chair, the members of this Division showed great efficiency.

Div. 224, of Worcester, President Sister Frost, gave the form of draping the charter and also the burial form in a most impressive manner. Div. 259, of Portland, gave a little innovation in the form of a penny march song in their drill which met with a hearty response. Five dollars of the proceeds were given to Div. 99 to pay for memorial flowers used in their service. Div. 259 also gave the installa-

tion form, the work of Past President Carter eliciting much praise. A. V. P. Cook, in her remarks, which followed the exemplification of ritual, gave much praise to all the Divisions and her words of commendation will be on incentive to yet higher attainments.

Div. 49 closed this most successful meeting after it was decided to hold the next one with Div. 61 in Springfield, on Sept. 21, at which time we expect our Grand President to be with us. An informal reception was held in the evening in the B. of L. E. Hall, giving the members a chance to pass a social hour with our Grand Officer, Sister Cook. The second New England union meeting has passed into history, but the influence will last for many months.

### Little Rock Union Meeting

On Friday, April 28, Generosity Division 37, of G. I. A., at Little Rock, Ark., held a state union meeting, with the following Divisions being represented:

Three Branch Div. 317, Argenta, Ark.; Valley Div. 286, McGehee, Ark.; Cape Jessamine Div. 448, Pine Bluff, Ark.; Rock Island Div. 457, El Dorado, Ark.

We did the floorwork, and after business was over a dinner was served by Misses Helen Yoakum, Nellie Hickman and Mesdames Mabel Griffin, Harry Homard, Lillian Shepherd, all being daughters or daughters-in-law of G. I. A. members, and I think everyone will say that they know how to serve, as I know all went home pleased to have been there.

The hall was beautifully decorated with ferns and roses.

Some very nice speeches were given by some of the Sisters, and we thank them for their good wishes.

The El Dorado Sisters stopped at Sister T. P. Homard's home, where they enjoyed a very nice time, for when you visit Sister Homard you will have a fine time.

I wish we could meet with the Sisters often, as it was like one large family, and all seemed to enjoy themselves. I know the Sisters of Div. 37 enjoyed the company of the visiting members very much, and all join me in wishing all Divisions of G. I. A. and B. of L. E. success and prosperity. **Fraternally, CARRIE HILLE.**

### Anniversary of Div. 266

Div. 266, Rock Island, Ill., celebrated its 14th anniversary on March 1st. The weatherman had a grouch on, but nevertheless about 75 people, composed of members and their families, met in Engineers' Hall at 6:30 p. m., and went from there to Johnson's restaurant, where a special dinner had been prepared.

The long tables were beautiful in their banquet attire, with pink carnations as favors. We were one happy family and did justice to the elaborate spread. After the supper all returned to the hall, where a fine program was carried out.

The President, Sister Arnold, who was also our first President, made the address of welcome. Sisters Smith, Williams, Carl and Kail, four Past-Presidents, were on the rostrum with Sister Arnold.

Each one was called upon for remarks and graciously responded. Those taking part on this splendid program were Marie Williams, Una Kail, Julia Mansfield, Blanche Williams, Elizabeth Dunn, Maud Hefferman, Helen Kail and Master James Fry.

We were very proud of these young people, as they are all members of our own families. After the program, our Musician, Sister Krebs, struck up some lively dance music, and young and old joined in the dance which followed. In fact, there were no old people there about that time. Before closing, Sister Sharp, in behalf of Silvis Division, presented us with a large basket of sweet peas. It was so beautiful that each Sister wanted to take it home, but we decided that Sister Arnold could carry it the most gracefully and to her fell the honor. Although we are only in our teens, we have accomplished much and helped many needy Sisters. We feel that it is a good plan to have the Brothers meet with us once in a while to make them feel that we are banded together for mutual benefit. We hope by the time we become of age we will have accomplished some noble work in which it will be one of the highest honors to belong to the G. I. A.

**COR. SEC. DIV. 266.**

**Sixteenth Anniversary of Div. 116**

Div. 116, Columbus, O., celebrated their 16th anniversary on March 16, in the hall after the regular meeting.

Sisters Wells and Johnson had prepared a splendid program, which proved to be a pleasure to the 65 members present.

Those participating were: Harold Johnson, Stanton Todd, Carolyn Wells, Dorothy Wilson, Florence Wells, Leota Williams and baby Fred Mull. Our own Sister Wells delighted us with several numbers in elocution. A four-course luncheon was served by the committee in charge, after which dancing was indulged in. Much praise is due Sisters Mull and Brewer and their willing helpers for this part of the entertainment. May we all live to see many more such happy reunions. COR. SEC.

**Second Anniversary Div. 546**

Div. 546, Cleveland, Ohio, celebrated their second anniversary on April 25, in K. of P. Hall.

The Divisions from Ashtabula, Conneaut and 62, of Cleveland, were invited to be present, and many members of those Divisions were present. Sister Cassell, G. V. P., Sister Bailey, G.-Treas., and Sister Garrett, G. G., were also there by invitation, and the meeting was opened at 10 a. m. by Sister Freeman, President of 546. Officers and members were dressed in white, and this fact, together with the excellent manner in which all the ritual work was done, made it very impressive. A real candidate was initiated. At the noon hour all were invited to the Church of The Incarnation, where a splendid dinner was served.

Beautiful flowers were everywhere and pink carnations were given as favors. During the afternoon session, the Grand Officers were asked to make some remarks and each one responded with words of congratulation, and urged all present to more earnest efforts in the good works of the G. I. A. The Division not only had a good time themselves celebrating, but did a nice thing by remembering the Orphans' Fund, to which they donated at this time the sum of \$25. Late in the afternoon, some young people were admitted and we

were entertained in a splendid manner with music and recitations, after which supper was served and all who desired to remain were taken to the picture show. We all felt that Div. 546 had done herself proud on this, her second anniversary, and it was the hearty wish of each one who partook of their hospitality that they might grow and prosper in every way.

**Notice of Union Meetings**

The Eastern circuit of the State of Pennsylvania will hold a meeting in Philadelphia, on Thursday, June 22, in Clayton's Dancing Academy, Ninth and Girard ave., under the auspices of Div. 253. Meeting will open at 10 a. m. All Sisters welcome.

MRS. H. M. COOPER, Sec.

A grand union meeting will be held in Mauch Chunk, Pa., under the auspices of Div. 80, on Friday, June 23, in Odd Fellows' Hall. Work will be done by Grand Officers and Inspectors, under the direction of the Grand President, Sister Murdock. A cordial invitation is extended to all G. I. A. members. Meeting to open at 10 a. m. MRS. C. B. HENRY,

Sec. Div. 80.

The Tennessee State union meeting will convene June 28, at Memphis, with Div. 159. A good attendance is earnestly desired, as these meetings are beneficial in many ways. Any information can be had by addressing,

MRS. W. T. CAREY, State Sec.  
Chattanooga, Tenn.

**Division News**

DIVISION 384, Jacksonville, Fla., would like to tell sister Divisions of the good times we have occasionally. The most pleasant of which was the public installation of officers, which was held this year. Brothers of Div. 309 were invited and a number responded; we had also with us members from Atlanta and Waycross, Ga. After the ceremony of installation was over a recitation, entitled "Rainy Weather," was given by little Flo. Coxwell, and Miss Sallie King favored us with a negro sermon. The Misses Mildred Munsall and Hope Ander-

son added much to our pleasure by their singing and music.

The Sisters of Div. 384 then went through their floral drill, in which all joined, swelling our fund quite a bit. The retiring drill was voted the best of all, after which we repaired to the banquet hall, where refreshments were served.

We are hoping to take in many new members soon, and desire to make the year of 1916 the brightest of all.

DIVISION 193, Youngstown, O., held its first social in Resch Hall, on April 27, which was very successful for a new Division. Refreshments were served and a splendid program was enjoyed by the large number present. Sisters Murray and Cantwell had charge of the program, which consisted of instrumental and vocal music, recitations and fancy dancing.

And so, we will work and win, for the world is wide  
And its doors will open on every side,  
Look not on the past with a vain regret  
For the best things haven't happened yet.

PRESIDENT 193.

DIVISION 272, Richmond Hill, N. Y., held a surprise meeting on April 5, in honor of Sister Yorkey, who was about to leave for Syracuse for an indefinite time. After the business meeting we assembled in the banquet room for refreshments. At this time Sister Ackerly, in behalf of the Division, presented Sister Yorkey with a fine umbrella. Her words of thanks were full of appreciation for the beautiful gift. Our best wishes go with Sister Yorkey to her home in Syracuse.

INS. SEC. 272.

DIVISION 473, Cranbrook, B. C., is not a large one but we pride ourselves on being a good working one, therefore everything goes along with a swing. Last year we organized a sewing circle in connection with the Division. We met to sew one afternoon a month, and when we had sufficient work done we held a sale from which we realized \$85, which we thought was splendid for so few of us. We also served afternoon tea and sold home cooked food, which took very well, for the engineers' wives of Cranbrook have a good reputation in that line.

We have been asked repeatedly when

our next sale will take place, which we hope will be in the fall, but we may be hindered somewhat by this dreadful war, as most of our members are working one way and another in the Red Cross work.

Now long ago we invited our Brothers of Div. 563 to meet with us and spend a social hour, which they did, and we all enjoyed the occasion so well that we hope to have more socials of this kind in the near future.

COR. SEC.

ON February 17, after the regular meeting of Div. 116, Columbus, Ohio, the hall was speedily converted into a banquet room by the East Division of its members who came to dine the Western Division, which had come out victorious in the treasury contest during the past year. Covers were laid for 47, and the decorations were in bright colors, with little hatchets for favors in honor of Washington. The honor guests were Brothers Shiry and McClurg, Past President Sister Kuhn, President Sister Owens and the winners. Brother Shiry presented Sister Owens with a large bouquet of carnations and she responded in a most pleasing manner.

Good fellowship prevailed during the afternoon. A toast was given to the winners, to which Sister Margaret House responded as follows:

To the victor belongs the spoil  
And you bet we will not recoil  
You outclassed us on the square  
We admit, against you we were not there.  
So come then! eat of our humble pie  
We hope it will please both the taste and the eye.  
Today we'll be gay and forget there was strife  
But you'd better watch out the rest of your life  
For we give you fair warning, which you should heed  
Because we are after you with full speed.  
The next time we eat pie of the humble kind  
You'll be the victims and we'll be the dined.

FOR some time Div. 148, Kansas City, Mo., had been debating means to better the Division in a number of ways, attendance being first; so they decided to adopt the plan suggested in the JOURNAL to choose sides and have a contest. Well, it proved a grand success, and the losing side shared the victory with the winning, for the attendance was increased from an average of fifteen per meeting to twenty-two, which we certainly consider worth while. The losing side gave a banquet to

the winners and truly covered themselves with glory, for a prettier St. Patrick banquet was never spread, and was enjoyed thoroughly by the 64 guests and members. The contest is on again for another six months and this time a new member will count five for the side securing her, and we expect to make a fine showing by November.

When the Brothers of Div. 502, B. of L. E., learned their Auxiliary was working so energetically, they decided they must do something out of the ordinary, so they invited the Sisters to call at their first meeting in March, about 9 o'clock. Needless to say the Sisters were all present with their curiosity well sharpened. The Brothers hastily adjourned meeting and cordially greeting the visitors, escorted them to the banquet hall, where one surprise followed another. The Brothers had prepared and arranged everything, and were ready in white caps and aprons to serve their guests. We cannot allow Bro. Goodell's superior coffee to go unmentioned. After the supper a really jolly dancing party closed the evening.

M. E. F.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., June 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than May 31, 1916.

#### SERIES A

##### ASSESSMENT No. 168

Springfield, Mass., March 27, 1916, of cancer, Sister Myra Richardson, of Div. 61 aged 65 years. Carried one certificate, dated September, 1898, payable to Edward Nolan, grandson.

##### ASSESSMENT No. 169

Gladstone, Mich., March 28, 1916, of pneumonia, Sister Jennie A. Ward, of Div. 378, aged 51 years. Carried one certificate, dated May, 1913, payable to Christian and Elizabeth Ward, daughters.

##### ASSESSMENT No. 170

Birmingham, Ala., March 30, 1916, of apoplexy, Sister Nora Madden, of Div. 550, aged 45 years. Carried two certificates, dated October, 1915, payable to P. J. Madden, husband.

##### ASSESSMENT No. 171

New Haven, Conn., April 7, 1916, of arterio sclerosis, Sister D. C. Phelps, of Div. 177, aged 72 years. Carried two certificates, dated November, 1893, payable to Elettie G. Doolittle, daughter.

##### ASSESSMENT No. 172

Jersey City, N. J., April 15, 1916, of neuritis, Sister Frances Van Middlesworth, of Div. 201, aged 51 years. Carried one certificate, dated March, 1896, payable to Cornelius Van Middlesworth, husband.

##### ASSESSMENT No. 173

Providence, R. I., April 15, 1916, struck by a locomotive, Sister E. Sparks, of Div. 118, aged 57 years. Carried one certificate, dated April 8, 1897, payable to Mrs. M. A. Harrington, mother.

##### ASSESSMENT No. 174

Kansas City, Kans., April 16, 1916, of ursemic poisoning, Sister Carrie Pearsona, of Div. 152, aged 57 years. Carried one certificate, dated March, 1908, payable to Mrs. Allie DeMotte, and Mrs. Gertrude Fritz, daughters.

##### ASSESSMENT No. 175

Sunbury, Pa., April 17, 1916, of pneumonia, Sister Jennie Mackie, of Div. 42, aged 66 years. Carried one certificate, dated February, 1898, payable to Mrs. Helen Zettlemoyer, daughter.

##### ASSESSMENT No. 176

Harrisburg, Pa., April 18, 1916, of nephritis, Sister Sarah Kennedy, of Div. 464, aged 66 years. Carried two certificates, dated September, 1896, payable to Mrs. H. E. Sanderson, and Maude Kennedy, daughters.

##### ASSESSMENT No. 177

Toledo, Ohio, April 20, 1916, of cancer, Sister Elizabeth Youngs, of Div. 57, aged 51 years. Carried one certificate, dated March, 1900, payable to Early and Orin Youngs, sons.

##### ASSESSMENT No. 178

Heavener, Okla., April 23, 1916, of pneumonia, Sister Lorraine Bell, of Div. 287, aged 42 years. Carried two certificates, dated July, 1915, payable to Walter Bell, husband.

##### ASSESSMENT No. 179

Richmond Hill, N. Y., April 23, 1916, of diabetes, Sister Jane Tait, of Div. 272, aged 50 years. Carried two certificates, dated May, 1903, payable to James M. Tait, son.

##### ASSESSMENT No. 180

Marshall, Texas, April 23, 1916, of chronic nephritis, Sister Hannah C. Cuberly, of Div. 196, aged 51 years. Carried two certificates, dated April, 1900, payable to A. E. Cuberly, husband.

##### ASSESSMENT No. 181

Eldon, Iowa, April 30, 1916, of pelvic abscess, Sister Sara Owens, of Div. 220, aged 46 years. Carried two certificates, dated March, 1907, payable to John A. Owens, husband, Frank and Lawrence Owens, sons.

##### ASSESSMENT No. 182

Jackson, Mich., May 2, 1916, of osteo sarcoma, Sister Mary Riley, of Div. 9, aged 63 years. Carried two certificates, dated April, 1900, payable to Geo. Riley, husband, and Maude Forter, daughter.

##### ASSESSMENT No. 183

Buffalo, N. Y., May 4, 1916, of heart disease, Sister Harriet Davis, of Div. 145, aged 63 years. Carried one certificate, dated February, 1899, payable to Helen Davis, daughter.

##### ASSESSMENT No. 184

Brownsville, Pa., May 4, 1916, of erysipelas and rheumatic fever, Sister Mary L. Funderwhite, of Div. 443, aged 81 years. Carried two certificates, dated March, 1909, payable to Ira Funderwhite, husband.

Members will pay their Insurance Secretaries on or before June 30, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 127 and 128A, 11,215 in the first class, and 5,900 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.



# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### WARNING PORT

**Q.** Will you please say where the air comes from that flows through the warning port in the G-6 and H-6 brake valves?

R. A. B.

**A.** With the G-6 brake valve there is a small port drilled through the rotary valve  $\frac{1}{2}$  inch which controls the flow of main reservoir air to the atmosphere through the direct exhaust port when the brake-valve handle is in running position.

With the H-6 brake valve the warning port is located in the rotary valve seat, and the air that flows through this port when the brake-valve handle is in release position comes from the port to which the feed valve pipe is connected.

**Q.** How is chamber D charged in the different positions of the H-6 brake valve?

R. A. B.

**A.** When the brake-valve handle is placed in release position a port through the rotary valve stands over the equalizing port in the rotary valve seat which leads to chamber D, thus allowing air at main reservoir pressure to flow from the top of the rotary valve into chamber D and the equalizing reservoir.

In running or holding position a cavity in the face of the rotary valve connects the brake-pipe port in the seat of the rotary valve with the equalizing port, thus permitting air at brake-pipe pressure to flow to chamber D and the equalizing reservoir.

In all other positions of the brake valve the supply of air to chamber D and the equalizing reservoir is cut off.

**Q.** Where does the air come from that is found in the chamber under the diaphragm of the excess pressure head of the pump governor used with the E-T equipment?

R. A. B.

**A.** The air in this chamber comes through the automatic brake valve from

the main reservoir and at the same pressure as that in the main reservoir.

The port in the brake valve through which this air flows is open in release, running and holding positions, and is closed in lap, service and emergency positions.

From this it will be seen that the excess-pressure top of the governor controls the pump in the first three positions of the brake-valve handle, and is cut out in the three other positions.

### BRAKE-SHOE CLEARANCE

**Q.** Will you please explain how it will be known what will be the increase of piston travel due to the wear of the brake shoes?

L. A. M.

**A.** To determine this the total leverage of the brake on the car or engine must first be known, and to find this the brake power required must be divided by the cylinder value; then by dividing one inch of piston travel by the total leverage we have the movement of the brake shoe for one inch of piston travel; next divide the shoe wear by the shoe movement for one inch of piston travel and this gives the increase of piston travel due to shoe wear.

To make this more clear let us make an example: Assume a car weighing 40,000 pounds, equipped with a 10-inch brake cylinder and braking at 70 per cent of the light weight, what will be the increase of piston travel due to one inch shoe wear?

Now the braking power required on this car will be 70 per cent of 40,000 or 28,000 pounds, and this divided by the cylinder value, that is, the push on the piston rod, will give the total leverage.

To find the cylinder value, multiply the area of the piston by the pressure or  $78 \times 60 = 4700$ . Next  $28,000 \div 4700 = 6$  about—the total leverage required for this car.

Then one inch of piston travel divided by the total leverage equals  $1 \div 6$  or 1-6, that is, for each 1-6 inch wear of the brake shoes there will be one inch increase in piston travel, and in wearing out a brake shoe one inch thick the piston travel will be increased six inches; which means that if the piston travel was five inches when the shoe was one inch thick, the travel will be 11 inches when the shoe is worn out.

## EQUALIZATION OF PRESSURES

**Q.** Where the auxiliary reservoir pressure is known, how can you tell at what pressure the auxiliary and brake cylinder will equalize at in a full service application?

A. B. A.

**A.** To learn the pressure at which equalization takes place it is first necessary to know at what pressure the auxiliary is charged; and second, the length of piston travel; and where this is known the following rule applies: Multiply the capacity of the auxiliary by the absolute pressure and divide the product by the combined capacity of the auxiliary and brake cylinder, subtracting 15 from the quotient; the remainder will be the pressure of equalization.

For example, let us take a freight car equipped with an 8-inch brake cylinder; here the auxiliary reservoir has a capacity of 1620 cubic inches; and the brake cylinder, with 8-inch piston travel, has a capacity of about 450 cubic inches.

Now with the auxiliary reservoir charged to 70 pounds gauge pressure, which is 85 pounds absolute pressure (15 pounds atmospheric pressure being added to the 70 pounds gauge pressure), we have  $1620 \times 85 = 138,135$ ; then  $1620 \div 450 = 2070$  cubic inches, the combined capacity of the auxiliary and brake cylinder. Now,  $138,135 \div 2070 = 66$  about; and from this we subtract 15, which gives us 51 pounds, the pressure of equalization.

## BRAKES STICKING

**Q.** Will you kindly answer the following question through the air-brake department of our JOURNAL? Why is it that a brake is more apt to stick where the piston travel is short than with long travel?

A. B. A.

**A.** A brake failing to release, regardless of piston travel, means that a sufficient difference in pressure has not been created on the two sides of the triple piston to move it to release position.

Now, the reason for this difference in pressure not being created is what we must look for to find an answer to your question.

When, in the release of the brakes, the brake-valve handle is moved to release position, and main reservoir air enters

the brake pipe, the rate of rise of pressure is dependent on the length of brake pipe, together with the volume and pressure of the main reservoir; also, on the promptness of movement of the triple valves to release position; for as each triple moves to release, air is taken from the brake pipe to recharge the auxiliary, thus affecting the rate of rise of pressure.

Now where the piston travel is short, equalization of pressure in the auxiliary reservoir and brake cylinder will be at a much higher point than where the piston travel is long; therefore, a much higher brake-pipe pressure will be required to move this triple to release position.

This, of course, means that the release of the brake with the short piston travel will be delayed, and, due to the fact that the triple valves on cars having long piston travel have already moved to release position, it means that the brake-pipe pressure will rise more slowly as each triple valve is moved to release position.

It is here where the chance for the stuck brake comes in, as where the rate of rise of brake-pipe pressure is very slow, it is possible for the air to leak past the triple piston to the auxiliary reservoir as fast as the air comes to the chamber in front of the triple piston, keeping the pressure balanced on both sides of the piston, thus leaving the triple in application position, holding the brake applied.

## HIGH SPEED BRAKE

**Q.** We recently adopted the high speed brake on our road, that is, we recently commenced using 110 pounds brake-pipe pressure on all of our passenger trains, and I would like to ask if we do not get a higher brake-cylinder pressure when using this high brake-pipe pressure than we did when using 70 pounds brake-pipe pressure.

There is considerable discussion here among the engineers; some claim that, due to the higher brake-pipe pressure, a higher brake-cylinder pressure is obtained for a given reduction, while others claim that the brake-cylinder pressure is the same as when using the 70-pound pressure; now which is right, and why?

G. R. M.

**A.** The amount of brake-cylinder pressure obtained is the same for a given re-

duction whether using 70 pounds or 110 pounds brake-pipe pressure, up to the point of equalization of the auxiliary reservoir containing the lower pressure with its brake cylinder.

If, however, the reduction is made beyond this point, a higher cylinder pressure will be obtained when using the higher brake-pipe pressure. Where a 70-pound brake-pipe pressure is used, a 20-pound brake-pipe reduction will cause the equalization of the auxiliary reservoir and brake-cylinder pressures at 50 pounds; that is, the brake cylinder and auxiliary pressure will be the same, which means that no higher brake power can be obtained from this pressure in service braking.

However, where 110 pounds brake-pipe pressure is used, and a 20 pound reduction is made (which will give 50 pounds brake-cylinder pressure), there will still remain 90 pounds in the auxiliary reservoir; hence if a further reduction of brake-pipe pressure be made, more air will pass from the auxiliary to the brake cylinder, thus increasing its pressure.

But for any reduction of 20 pounds or less the brake-cylinder pressure obtained is the same when using either 70 or 110 pounds pressure. The reason for this is, that the same amount of air must be taken from the auxiliary to reduce its pressure a given amount, regardless of the pressure to which it is charged; that is, where a 10-pound brake-pipe reduction is made, sufficient air is taken from the auxiliary to reduce its pressure 10 pounds, and the same amount, meaning the same number of cubic inches, and no more, is taken regardless of the pressure to which the auxiliary is charged.

The brakes will apply quicker when using the higher pressure, due to the auxiliary air passing through the ports of the triple valve to the brake cylinder quicker; and it is this quickness of action that leads the enginemen to believe the brakes are holding more when using the higher pressure and a light reduction is made.

The purpose of the high speed brake is not to increase the brake power in service, but rather to furnish a higher brake power in emergency.

#### PECULIAR CHARGING OF THE BRAKE PIPE

**Q.** I had a strange thing happen on an engine equipped with the E-T brake which I wish you would kindly explain for the benefit of all, as well as myself. I have ideas, of course, of my own, but I want your explanation, as mine may be at fault.

I had stopped for coal and water and was in a hurry (close to the time of a passenger train) and the brakeman could not close the frozen or stuck angle-cock behind the tender.

I lapped the automatic brake valve and held independent in release position and got coal and water O. K. I noticed the pump working very hard and the main reservoir pressure going down instead of up, with the automatic brake valve still in lap position.

After getting supplies we coupled to train, using the independent brake valve in controlling the engine back to the train, and after coupling on to train left both independent and automatic valves in lap position while I went to look for the leak.

After a few minutes I noticed the train-line pressure coming up on entire train, with both brake valves still in lap position.

Now what happened to the distributing valve? The valve has a quick-action cap. How did the air get into the brake pipe?

W. H. E.

**A.** The recharge of the brake pipe was due to air coming from the brake cylinder port of the distributing valve. This was brought about in the following manner:

With the automatic brake valve in lap position, when the air hose at the rear of the tank parted, the sudden reduction of brake-pipe pressure caused the equalizing piston in the distributing valve to move to emergency position, opening the emergency valve in the quick-action cap; and there still remained in the brake pipe air at sufficient pressure to unseat the check valve, which, for some cause, remained unseated, thus creating an opening from the brake cylinder port of the distributing valve to the brake pipe through the quick-action cap.

Now, when the engine was again coupled to the train, and the brake being applied with the independent brake valve,

main reservoir air on its way to the brake cylinders would be free to flow into the brake pipe and raise the pressure almost equal to that on the pressure chamber side of the equalizing piston; providing the pressure in the application chamber and cylinder was equal to or greater than this amount.

The reason the brake pipe could not be recharged to a point equal to or greater than that in the pressure chamber is, the equalizing piston would be forced back toward release position, allowing the emergency valve to move to closed position; thus closing the opening from the brake-cylinder port to the brake pipe. However, if the brake pipe pressure did build up to a point higher than that in the pressure chamber, it meant, that for some reason, the emergency valve did not return to closed position when the brake-pipe pressure about equaled that in the pressure chamber.

#### CHARGING MAIN RESERVOIR WITH DEAD ENGINE DEVICE REMOVED

**Q.** With reference to the question asked by B. K. in the March issue of the JOURNAL in regard to charging the main reservoir of an engine whose pump is inoperative and the dead engine device removed and the answer given.

I would like to ask if the following method would not be equally as good or better: Place the automatic brake-valve handle in running position and slightly open the cut-out cock under the brake valve.

This will allow air from the brake pipe, which is being furnished by the leading engine, to flow through the brake valve into the feed-valve pipe, and, lifting the supply valve of the feed valve, will be free to pass to the main reservoir.

Next, loosen the adjusting screw of the feed valve so that air will not flow back when the brake is applied.

Here is another way to charge the main reservoir where both engines are equipped with the air signal: Remove the check valve; this will allow air to lift the supply valve in the reducing valve and past to the main reservoir. The adjusting screw of the reducing valve should be loosened up so that air will not flow back

and interfere with the operation of the signal whistle.

F. G.

**A.** In replying to your first method would say that while it looks feasible, yet from a practical standpoint could not be recommended, as with a fixed opening between the brake pipe and main reservoir the engineer on the leading engine would not have control of the amount of brake-pipe reduction when making a service application of the brake, due to brake cylinder leakage on the second engine robbing both main reservoir and brake pipe of air during the time the brake is applied.

Your second method may be followed out in safety; but would suggest that where this is done, the signal line pressure be raised so that the main reservoir may be charged to a pressure to give the desired maximum brake-cylinder pressure when the brake is applied.

It is also possible that the signal whistle will sound a blast each time the brake is applied on the second engine.

#### HUMMING FEED VALVE

**Q.** I recently noticed a question and answer in our JOURNAL on the humming noise made by the feed valve, and wish to say that I tried out the suggestions offered, and while the noise was stopped for a while she is now singing the same old song; yes, even louder than ever.

Now I would like to ask Brother Lyons if he has any other remedy to suggest for this annoying sound? **FEED VALVE.**

**A.** If the suggestions previously offered do not stop the noise, it may be overcome by cutting off a small piece from the extreme ends of the regulating spring; that is, from that part of the spring which is drawn out to a thin edge. This may best be done by the use of a hack saw.

#### TWO-APPLICATION STOP

**Q.** Will you please explain how a two-application stop should be made with a passenger train? The instructions which we have received require us to make a full application when making the first reduction.

Now I have been running a passenger engine for a number of years and have always tried to give satisfactory service,

yet I feel satisfied that smooth work cannot be done by making the first reduction such a heavy one. Therefore, would like to ask for an expression through the JOURNAL as to the proper method of braking a passenger train, using the two-application method? C. M. B.

A. Where positive instructions are given for the performance of certain duties, it is well to follow such instructions, unless they lead to danger, and at the first opportunity, bring to the attention of those who issued the instructions that which in your judgment is wrong.

Generally speaking, when doing service braking it is not best to make an application with a single reduction, unless the reduction be a light one, especially when handling trains of eight or more cars, as where this is done there is a tendency for the rapid running in or out of the slack, causing shock to the train.

The following, in the judgment of the writer, is the proper method of braking a passenger train where two applications are used.

The first reduction of the first application should not be greater than seven or eight pounds, and when the slack has either run in or out, a further reduction may be made, making in all a full application of the brake. Let this application reduce the speed of the train to 12 or 15 miles per hour, when the brakes should be released and the stop completed with the lightest possible application.

Where this method is followed there is less tendency for wheels to slide and give shock to train.

#### BROKEN PIPES

Q. Here is a question on the E-T equipment which I believe will put the Brothers to thinking if they figure it out.

What would you do to get a brake on the engine and train if the feed valve pipe to the automatic brake valve, reducing valve pipe to the independent brake valve and brake-pipe connection to the distributing valve were broken off. It being understood that we have not got the necessary tools with which to make the repairs. G. D. S.

A. You are indeed playing in hard luck if all these pipes break in a single trip,

and having no tools with which to make repairs.

However, it is not unfair to assume that the fireman is a Yankee and has a jackknife and knows how to use it, so that plugs can be made to fit the broken pipes. Now, the feed valve pipe will have to be plugged at both ends to prevent the waste of air from the feed valve at one end and the brake pipe at the other. With this pipe broken the brake pipe can not be charged in running position of the automatic brake valve; therefore, the handle will have to be carried in release position, which means that no excess pressure will be had; and the pump governor will have to be readjusted to the pressure desired in the brake pipe.

The reducing valve pipe will have to be plugged toward the reducing valve to prevent the waste of air through the reducing valve; this results in no air pressure in the independent brake valve when the brake is released; therefore, there will be no air pressure to hold the independent rotary valve to its seat when the locomotive brake is set; consequently, the exhaust port must be plugged.

The brake-pipe connection to the distributing valve breaking, prevents the charging of the pressure chamber; therefore, an automatic service application of the brake cannot be made on the engine. The broken pipe must be plugged toward the main brake pipe.

Now, with the automatic brake valve in release position, the brake pipe will charge equal to the adjustment of the pump governor; and when desiring to apply the train brake, the reduction of brake-pipe pressure is made in the usual manner; that is, through the service ports of the brake valve. But this reduction will not cause the locomotive brake to apply, due to the fact that the distributing valve is not now connected to the brake pipe.

The independent brake cannot be applied as we have no air pressure in the independent brake valve. Therefore, the locomotive brake is lost, unless the automatic brake-valve handle be moved to emergency position, when air will be free to flow through the blow-down timing-port to the application cylinder, forcing the application piston and its valves to

application position, causing the engine brake to apply.

We now have both engine and train brake applied, and the question next arising is: How can the brake be released? To release the train brakes, the brake pipe must be recharged, and this may be done by moving the automatic brake-valve handle to release position; to release the engine brake the air must be taken from the application cylinder, and this may be done by removing the plug from the exhaust port of the independent brake valve; thus in this way we have a brake on the engine and train.

Where a condition exists as outlined in your question, it is, of course, understood that when making an ordinary stop, the brake-valve handle should not be placed in emergency position simply to obtain an engine brake.

#### UNDESIRED EMERGENCY

**Q.** Will you kindly answer through our JOURNAL the following question on the improper action of the brakes on a passenger train. We left the terminal with five coaches, and the brakes worked fine for the first 75 miles, at which point the rear coach was cut off to be picked up by a branch train. Proceeding with the remaining four cars, brakes would go into emergency at every stop; and the train made about 200 miles to final terminal and back again the next day with the emergency action all the way.

On arriving at the junction where the coach was set out the day before, picked up the same car on rear and brakes worked perfectly again. Please understand this is no catch question, for I don't know the answer and train is still acting the same way and is in service every day.

W. C. W.

**A.** Where a triple valve that is free from undue friction moves to emergency position when the brake-valve handle is moved to service position, it means that for some reason the brake-pipe pressure is being reduced faster than the auxiliary reservoir pressure is reducing through the service port in the triple valve to the brake cylinder.

Now, in the case you mention, the rate of brake pipe reduction on the five-car

train was no greater than the rate of reduction of the auxiliary reservoir air to the brake cylinder; consequently, all triple valves moved to service position only. But, when the length of train, and length of brake pipe as well, was made shorter by cutting off the rear car, the rate of reduction of brake-pipe pressure was greater than the rate of reduction of auxiliary reservoir pressure; therefore, the triple valves were forced to emergency position.

There are several reasons for this, which are as follows: Enlarged preliminary exhaust port in the automatic brake valve; obstruction in the pipe between chamber D and the equalizing reservoir; gummy or sticky equalizing piston; weak or broken graduating spring in any one or all of the triple valves; service port partially stopped up in any one or all of the triple valves, or possibly a broken graduating pin.

An enlarged preliminary exhaust port, obstruction in the equalizing reservoir pipe, or a sticky equalizing piston may cause a too sudden opening of the brake-pipe exhaust port, which in turn may cause too quick a drop of brake-pipe pressure on a four-car train; while, with a five-car train this somewhat sudden drop of pressure will not be had, *due to the greater volume of the brake pipe*, due to the greater length of train. To learn the effect of a weak or broken graduating spring, it might be well to say that the duty of this spring is to stop the triple piston in service position, or when the port connection is made between the auxiliary reservoir and brake cylinder, this, when handling a short train. But with a train of five or more cars the auxiliary pressure will reduce to the brake cylinder as fast as brake-pipe pressure can be reduced through the service ports of the brake valve, therefore, the triple piston will not move beyond service position.

Where the service port in the triple valve is partially stopped up, the auxiliary air will be somewhat slow in flowing to the brake cylinder, giving the brake valve a chance to reduce the brake-pipe pressure faster than the auxiliary pressure is being reduced, thus causing the triple piston to move to emergency position; and the shorter the train the greater will be

the tendency for the triple valve assuming this undesired position. A broken graduating pin will, as a rule, cause undesired quick action on trains of less than fifteen cars, and therefore may not apply in this case.

#### PECULIAR ACTION OF THE E-T BRAKE

**Q.** I am running an engine in yard service and we have the E-T equipment, and here the other day I noticed a very peculiar action of the brake which I cannot understand, so will ask the JOURNAL for a little light on the subject.

While switching I had an occasion to make an emergency application and the brake applied O. K., getting about 68 pounds in the brake cylinder; then I moved the brake-valve handle to full release position and the brake-cylinder pressure dropped to about 15 pounds. Now my understanding of this brake is, that it should remain applied and retain the pressure at which it is set when the brake-valve handle is placed in full release. I tried it the second time and got the same result.

If my understanding of the operation of this brake is correct, will you please explain what defect existed that caused the drop in pressure from 68 pounds to 15 pounds? I have made a careful examination of all pipes to the distributing valves and brake valves and can find no leaks.

J. R. M.

**A.** The action of the brake is as it should be and the drop of brake-cylinder pressure was not caused by a defect.

To make this clear, let us say that when an emergency application is made, the equalizing piston and its slide valve in the distributing valve moves to their extreme travel; and in this position, the port leading to the application chamber is closed; therefore, the pressure chamber air, as well as the air from the blow-down timing-port, is allowed to enter the application cylinder only, building up the pressure in this chamber, as you say, to 68 pounds. Now when the brake valve was returned to release position, and the brake pipe recharged, the equalizing piston and its slide valve are forced to release position, in which the application cylinder is connected to the application chamber, thus allowing the air in this small cylinder to

expand into the application chamber, causing the pressure to drop to 15 pounds. It is, no doubt, understood, that the pressure obtained in the brake cylinder is governed by the pressure in the application cylinder; which means, that if but 15 pounds is had in the application cylinder, but 15 pounds will be had in the brake cylinders.

#### QUICK SERVICE

**Q.** Will you please explain what is meant by the term "quick service?" I have noticed this expression used in different air-brake articles which I have read, but do not understand just what is meant, and have wondered if it meant making a service application through the emergency ports of the brake valve, where the brake-pipe pressure might be reduced at a greater rate than through the service ports, and yet not fast enough to cause an emergency application.

Will you please say if I am right in this?

C. M.

**A.** By quick service is meant that certain types of triple valves vent brake-pipe air to the brake cylinder, assisting the brake valve in reducing brake-pipe pressure in service braking with long trains; thus securing a more uniform and quicker application of the brakes. This quick service feature is found in the types K and L triple valves.

The object of the quick service feature may possibly be made more clear by saying that the rate at which the brake-pipe pressure is reduced with older type of triple valves is determined by the exhaust port in the automatic brake valve and by the resistance offered to the flow of air through the brake pipe. Now, the longer the train the slower will be the rate at which the pressure in the brake pipe will reduce, and as the air from the auxiliary cannot flow to the brake cylinder any faster than the brake-pipe pressure is being reduced, it will be seen that toward the rear of long trains only a very slow application of the brakes will be had, and with a possibility of a number of them not applying at all.

Now, there are two reasons why the brakes at or near the rear of a long train may not apply due to the slow rate of reduction of brake-pipe pressure: First,

where the pressure in the brake pipe is reducing very slowly, the auxiliary air can feed back to the brake pipe at the same rate, through the feed groove of the triple valve; thus preventing a difference in pressure being formed on the two sides of the piston to move the triple to application position. Second, where a triple does respond to the slow rate of reduction and moves to service position, the air flows so slowly from the auxiliary reservoir to the brake cylinder that it passes through the leakage groove in the brake cylinder or past the packing leather in the piston to the atmosphere, and therefore no pressure is built up in the cylinder to apply the brake.

From this it may be seen that to secure a quick, that is, a more prompt application of all brakes, it is necessary to employ some means in addition to the exhaust port of the brake valve to reduce the brake-pipe pressure at the proper rate; and this is done by the two named types of triple valves venting brake pipe air to the brake cylinder in service.

Your thought of securing quick service by creating a larger opening at the brake valve in moving the brake valve handle toward emergency position may look feasible; and in fact this method or its equivalent, was tried out but a few years ago by creating a secondary opening near the brake valve to assist in securing a more prompt reduction of brake-pipe pressure. But this simply caused a quicker reduction and heavier application at head end of the train than at the rear, resulting in a severe running in of the slack and shake to trains.

The results obtained from this try-out were, no doubt, responsible for the adoption of the quick-service triple valve, where a local reduction of brake-pipe pressure is made by each triple valve, throughout the train, thus securing not only a quick but also a uniform reduction, resulting in prompt application of all brakes.

#### EFFECT OF PISTON TRAVEL

**Q.** I have recently been assigned to an engine equipped with the E-T brake, and have on several occasions reported piston travel to be adjusted, and our air-brake

man in the roundhouse has told me that the piston travel did not affect the braking power with this type of brake; will you kindly explain why?

Now, from my experience with the old G-6 type of brake I know that the longer the piston travel the less the brake will hold, and the shorter the travel the better brake you have got, and why will not the same be true with the E-T brake?

R. A. R.

**A.** It is evident, from your question, that you do not understand the principle of operation of the distributing valve, and to make clear the answer it will be necessary to offer a few words explaining its operation.

To commence with, the principles that govern the operation of the E-T type of brake are the same as those that govern the operation of the triple valve type of brake, the only difference being the means of supplying air pressure to the brake cylinders.

The distributing valve takes the place of the triple valve and auxiliary reservoir used on engine and tender and admits air to the brake cylinders when applying the brakes, maintains the brake cylinder pressure against leakage and exhausts the air from the cylinders in the release of the brake. The distributing valve consists of two portions, called the equalizing portion and application portion; and these portions are connected to the distributing valve reservoir, which consists of two chambers, called the pressure chamber and application chamber.

The pressure chamber is at all times connected to the equalizing slide valve chamber, much the same as is the auxiliary reservoir connected to the slide valve chamber of the triple valve; therefore, this chamber is charged from the brake pipe the same as the triple valve charges the auxiliary reservoir.

The application chamber is connected to the application cylinder, in which the application piston is located, and may be thought of as an enlargement of the application cylinder; much the same as is the equalizing reservoir an enlargement of chamber D in the automatic brake valve.

The equalizing portion and pressure



chamber air is used in automatic applications only.

The application portion is used in both automatic and independent applications.

In an automatic service application, a reduction of brake-pipe pressure causes a movement of the equalizing piston and its valve, connecting the pressure chamber to the application chamber and cylinder, allowing air to flow from the former to the latter. Pressure forming in the application cylinder will cause the application piston and its valves to move to application position, opening the application port, allowing main reservoir air, which is ever present in the application valve chamber, to flow to the brake cylinders, until their pressures equal or slightly exceed that in the application cylinder, when the application piston and valve will move back to lap position, closing the application port. Thus it will be seen that it is the pressure in the application cylinders which governs the pressure in the brake cylinders; and as the air used in the brake cylinders comes directly from the main reservoir, the supply being practically unlimited, piston travel will have no effect on the pressure. However, where the piston travel is long, the brake will be slower in applying and releasing and more air will be used than with shorter travel.

#### BROKEN PIPES

**Q.** With reference to my question in last month's issue of the JOURNAL, it should have read: With a pipe leading from the main reservoir and a branch to the under side of both governor heads, and a pipe leading from the brake pipe to the top of the maximum pressure head, should any of these pipes break, how would you proceed?

This form of piping the pump governor has been but recently introduced on our road. W. J. K.

**A.** Again, your method of piping the governor must be questioned, and the writer begs leave to submit the following piping scheme as the one in use on your engines:

First, the pipe coming from the main reservoir is teed and connected to the chamber below the diaphragm of each

regulating portion. Second, the pipe connected to the chamber above the diaphragm of the *excess* pressure top is connected to the *feed-valve* pipe. Where this piping scheme is used, and the main reservoir pipe breaks between the tee and main reservoir, the pipe must be blanked and the action of the pump regulated by the pump throttle; but if the break be between the tee and excess-pressure head the pipe must be blanked, and the pump will be under the control of the maximum pressure head. If the break be between the tee and the maximum pressure head, the pipe must be blanked and the pump will be controlled by the excess-pressure head in the first three positions of the brake valve; namely, release, running and holding positions; and while the handle is in lap, service or emergency positions, the pump will have to be controlled by the throttle. If the pipe leading to the top of the excess-pressure head breaks, the governor will stop the pump when the main-reservoir pressure reaches about 45 pounds, with the brake-valve handle in any one of the first three positions, but will have no effect on the action of the pump in the last three positions of the brake valve, this when the pipe is plugged.

Both ends of the pipe must be plugged to prevent the waste of air, and a blind gasket must be placed in the pipe leading to the chamber below the diaphragm of this top. The maximum pressure top will now control the pump and may be readjusted to whatever pressure it is desired to carry in the main reservoir.

#### BRAKE CYLINDER PRESSURE

**Q.** Will you please let me know if the braking power is as great on the second application as on the first, where the same reduction is made; that is, will the brake-cylinder pressure be as great with a ten-pound reduction on the second application as on the first? This when using a seventy-pound brake-pipe pressure.

L. A. R.

**A.** The intent of your question, no doubt, is to ask, will the same brake-cylinder pressure be obtained with a 10-pound reduction made from 60 pounds as will be had where 70 pounds is used? The

answer to this is yes, the pressure will be the same.

However, when making the second application, we do not always make the ten-pound reduction, that is, we do not always reduce the brake-pipe pressure ten pounds below that in the auxiliary reservoir; therefore the brake-cylinder pressure will not be as high as that obtained with the first application.

The reason for this is, that in making the release of the first application the brake pipe will be recharged to a pressure higher than that in the auxiliary reservoir at the time the second application is commenced; therefore, a ten-pound reduction of brake-pipe pressure will not mean that its pressure has been reduced ten pounds below that in the auxiliary; consequently the same amount of air will not leave the auxiliary to go to the brake cylinder as it would had both auxiliary and brake pipe been charged to the same amount at the time the second application was commenced.

#### AIR CYLINDER LUBRICATOR

**Q.** Here recently a number of our engines were equipped with a sight feed lubricator which furnishes oil to the air end of the pump, and I would like to ask how it should be used? **R. A. M.**

**A.** The purpose of the air cylinder lubricator is to furnish a practical and an effective means of securing proper lubrication for the air cylinders of the pump. The device may be said to consist of three parts: sight-feed fitting, emergency throttle valve, and the check-valve connection.

The duties of the several parts are as follows: The sight-feed attachment is to regulate the amount of oil to the pump. The emergency throttle valve is used to throttle the pressure from the main lubricator to the sight-feed valve, and to cut off the oil completely when not in use. The check valve connection is connected directly to the air cylinder of the pump, and consists of a ball check seating upward, which prevents the compressed air from entering the oil pipe.

To operate the lubricator the emergency throttle should first be opened about one-half turn and then closed; then the sight-feed valve opened a sufficient length of

time to permit from five to eight drops of oil to pass to the pump, then closed.

This lubricator must not be treated as a lubricator for continuous feeding, but must be employed rather as a valve for use only when it becomes necessary to feed a few drops of oil to the pump.

**Q.** While using high speed brake on our fast trains we have had serious delays and troubles by slipping tires on driving wheels and trailers on our Pacific engines. Will you please tell us through the JOURNAL what is the proper manner in handling the high speed brake on our fast trains to prevent slipping tires, and to use this high speed brake to the best advantage? **W. M. P.**

**A.** The high speed brake is not necessarily responsible for the loosening of tires, which may, however, be caused by the improper use of the brake, when using the higher pressure; and would refer you to the answers given to the questions asked by G. R. M. and C. M. B. in this issue of the JOURNAL.

Where tires are worn thin or heavily shimmed, a little good judgment should be used, especially in grade work, by avoiding holding the engine brake applied for too great a length of time during any single application.

If your engine is equipped with either E-T or L-T type of brakes, piston travel will not affect the braking power; but if the older type of brake is used (the triple valve type) short piston travel will result in higher brake-cylinder pressure, which may be responsible for loosening the tires.

#### CHOCK FITTING IN SIGNAL LINE

**Q.** Will you kindly answer the following question through the JOURNAL? We have the E-T equipment on our new passenger engines and I have learned there is a chock fitting in the combined strainer and check valve case. Now what is the object of this chock? **A. R. M.**

**A.** The purpose of the chock fitting is to restrict the flow of air so that the reducing valve cannot supply air to the signal line faster than the car discharge valve can reduce the pressure.

It is, no doubt, understood, that the opening in the reducing valve through which air flows to the signal line is much

larger than the opening in the car discharge valve to the atmosphere; therefore, if it were not for the chock fitting, the signal line pressure could not be reduced by use of the car discharge valve.

This chock fitting is to be found in the reducing valve itself where the G-6 equipment is used.

#### E-T BRAKE FAILS TO RELEASE

**Q.** Will you please answer the following question on the E-T equipment? What defect will cause the brake to fail to release when both brake valve handles are in running position? **C. B. N.**

**A.** When both brake valves are in running position, one end of the release pipe is open to the atmosphere, and if the equalizing piston and its slide valve be in release position, the other end of this pipe is connected to the application chamber and cylinder will be connected to this pipe, and, therefore, to the atmosphere. This will allow any air in the application cylinder or chamber to escape to the atmosphere, thereby causing a release of the brake.

If, however, the equalizing piston and its slide valve have moved from release position, the connection to the release pipe is cut off, thereby retaining any air under pressure which may be found in these chambers, resulting in the locomotive brake remaining applied. There is still another cause for the brake failing to release, even though there be no pressure in the application chamber and cylinder.

Where a light application of the brake is made, or where a heavy application has been partially released, leaving but a light brake cylinder pressure, it sometimes happens that the application piston and its valves will not move to release position. This is caused by high friction in the application parts or a broken graduating spring.

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#### Questions and Answers

BY JAMES GREGORY

**Q.** Are there any conditions where an engineer would be justified in reversing his engine with brakes set in emergency

and rails sanded? If the drivers should slip, how much braking force is lost?

**D. S. P.**

**A.** It is against the rules to reverse engine with brakes full on, and where the engine brake is in good shape it is better not to use reverse lever to make the stop. If lever is used in addition to the brake, the stopping power is increased, of course, so long as drivers don't skid, but if they do skid, the retarding force becomes less than if the brake alone were holding normally. What the loss of braking power due to skidding amounts to, is said by some authorities to be about 30 per cent.

There are conditions where it is advisable to use lever to assist in stopping, but it is only when the brake is in bad order.

**Q.** What would be noticeable in the work of an engine having exhaust clearance, or too much of it? Would it affect the steaming of engines, or what other fault would it show? **R. D.**

**A.** It is presumed the engine is in passenger work. The first effect would be to weaken the starting power by the too early exhaust. The next would be to cause bad riding through lack of proper amount of compression, also, the loss of compression, by which the clearance spaces are filled with compressed exhaust steam, thus relieving the boiler from supplying this space with live steam when the initial beginning of piston stroke represents a waste of steam that might overtax the steaming capacity of boiler, so as to make a poor steamer. An additional consumption of water and fuel would also result. To offset these faults the speed of engine would be increased, but unless the boiler capacity was very liberal, the engine would not be likely to do consistent work through failure to steam well enough under the adverse conditions.

**Q.** What was the reason for adopting the solid bushing for back end of eccentric rod on Walschaert gears? With the old split brass a change in liners could be made to square the valve if necessary, but with the solid end it cannot be done. Why the change? **M. R. S.**

**A.** With old style end having split brass, a change in length of eccentric rod could be made, but it did not wear so well as the solid bushing, so cost more to keep up.

There is so little wear in the solid connection referred to that if valves are square coming from shop, they will remain so, for which reason there was little if any benefit derived from the adjustable connection at back end of eccentric rod.

**Q.** When an engine is drifting with lever in short cut-off, what action takes place in cylinder? Also, what difference, when lever is let down to full stroke position? How is lubrication affected in either way?

M. R. S.

**A.** At eight-inch cut-off, 24-inch stroke with engine drifting while the piston is moving the first eight inches of stroke from either dead center position, the valve will have opened the port for admission and closed for cut-off. During the next event of stroke, between the time the admission port is closed until the exhaust is opened, the piston will have moved about eight inches more, during which time cylinder is blind, causing a vacuum to be formed in that end of cylinder. The next event to take place is the opening of the exhaust at 16 inches of piston stroke, at which time, owing to the vacuum already created in cylinder, there will be a rush of air down through nozzle to fill this vacuum, a reverse action to that which would occur if the exhaust were opened with engine using steam. The exhaust remains open for the rest of the piston stroke and for the return stroke until the valve has moved back to a central position on its seat, at which time the valve blinds that end of cylinder again, and the exhaust opens to opposite end, thus completing the cycle of events in cylinder. The bad effect on lubrication takes place when the port first opens to exhaust after a vacuum has been created in the cylinder.

The difference when lever is in full stroke is that the admission port closes at about 21 inches, while the reverse movement of valve, which is very quick at full stroke, gives little time for production of vacuum, so when the exhaust is opened there is not that flow of air down through nozzles as in the other case, which carries down soot and hot gases from front end that tends to absorb the oil on valve and cylinder surfaces.

**Q.** What is full valve travel? Does any

valve gear provide for full travel before reverse lever has been put in full forward or back position, and if so, what is the reason for it?

S. A. W.

**A.** Full valve travel is the distance equal to the lap and lead of valve plus twice the width of the steam ports. If valve attains full travel when reverse lever has not been put in full stroke position it is a fault of the adjustment of the gear. Should this occur no benefit in the matter of steam distribution would result; rather, there would be a liability of valve to overtravel and even stroke ends of steam chest when reverse lever would be put in full stroke position.

**Q.** It seems that the heating surface of engines using superheated steam is somewhat less than other engines of same size boiler account of the larger but lesser number of flues in boiler having superheater. Does that not handicap the superheater somewhat as to steaming and fuel economy? Would more grate area offset that loss?

D. R.

**A.** There is need of less heating surface with the use of superheated steam. It might also be said that there is no need of additional grate area to cover the loss you mention. In fact, the grate area could be too large. The benefit of superheating is due to results gained from high steam temperature, so the need of a high firebox temperature, is apparent. If the grate area is small it is easier to fire properly, and the higher temperature needed in the smaller firebox represents a correspondingly higher superheat than if grate area and firebox were larger, all of which is conducive to efficiency as well as economy in superheating.

**Q.** What is the best place to locate the blow-off cock in bad water districts where the boilers must be blown out on the road often? What reason is there for putting them on the sides of firebox as is often done?

M. G.

**A.** The best place for blow-off cock when used on the road is at the rear of firebox. If boiler is blown off with both injectors working a current of circulation is formed which carries much of the water desired to be blown out back to rear of firebox where it may pass out. If the blow-off is located at forward end

of firebox the proportion of impure water forced out will be less, as much of it is flushed by the point of escape and carried to rear of firebox. If located on the sides they are possibly less effective than at either end and are usually so placed when not convenient to put them at back or front of firebox.

**Q.** Is the exhaust from one or the other end of cylinder always open? **M. G.**

**A.** It depends on whether the exhaust edge of valve covers the port with valve on center, but even if that is the case, as when exhaust edge of valve is line and line with edge of port, the period during which the exhaust is shut off is practically nothing. Where the valve has exhaust lead or exhaust clearance, as it is sometimes called, then it may be said the exhaust is never closed to both ends of cylinder; if valve has exhaust lap the period during which exhaust is closed is of course longer than if valve is line and line or just the opposite to that when valve has exhaust clearance.

**Q.** We use a drifting throttle here on superheater engines to help lubrication and preserve packing, both cylinder and rod packing, but it does make bad work sometimes in making stops with passenger trains, for we must leave throttle partly open until the wheels quit turning. Would a regular drifting valve be better, that is, could the stops be made smoother?

**M. G.**

**A.** Leaving main throttle partly open when drifting is rather a crude plan, we must admit, but it is better than none, and safer than a drifting valve that may not be shut off when engine is stopped. There is no doubt about the use of a drifting throttle preventing smooth braking with passenger trains if the throttle be left open until stop is made, but the need of leaving throttle open so long is not clear. It is really a much better plan to shut throttle completely off when the speed had reduced so lever could be put in full stroke, at which time the cylinders would also have cooled sufficiently to prevent any damage to packing through carbonizing of oil or a too sudden and extreme change of temperature, using the drifting throttle only until the speed became low enough so lever could be

easily moved to the full stroke position.

**Q.** Does the boiler in any way tend to add to strength of the engine; not as to its hauling power, but to increase its stiffness or stability as a kind of backbone of the machine? **W. M. M.**

**A.** It is sometimes said a boiler is the backbone of a locomotive, serving the same purpose as the frame to some extent, but such is really not the case. The function of the boiler is chiefly to supply steam, although its weight also affords a degree of stability. While the cylinders of course are attached to forward end of boiler, the strains due to working of engine are in the frame between the points where cylinder is keyed to frame to the frame jaws, principally main jaws.

**Q.** The following is a part of a committee's report on train resistance due to curve and wind: "The length of train, i. e., the number of cars, has little to do with curve resistance and wind resistance." Now, the fact is, according to my experience, that it makes a lot of difference whether train is long or short on a windy day. Am I right? **RUNNER.**

**A.** It makes a difference at any time whether train is long or short. If the tonnage of 40 cars can be put in 20 cars the train resistance would be materially reduced, this as a result of reducing the number of journals, for it is well known that the increase of resistance or friction of a bearing, the weight on which has been doubled, is not increased in the same proportion as the weight.

As to the effect of wind on the longer train there is less room for doubt, for the more surface exposed to wind friction the greater train resistance follows. The maximum difference would be found with a side wind, the minimum with a head wind.

**Q.** In what way can the automatic stoker prolong the life of flues and firebox and boiler, as is sometimes claimed?

**ENGINEER.**

**A.** By maintaining uniform temperatures of those parts. The frequent variations of temperature with hand firing of the average kind shorten the life of every joint and seam of flues and firebox.

**Q.** I notice that sometimes an engine forces smoke out of base of stack as when

saddle joint of stack is burned out, or there is a hole cut in base of stack. This happens only when working slow. After getting up a little speed it stops. What would make the difference? M. R.

A. When engine is working slowly the steam must force its way out against the atmospheric pressure, making each exhaust flatten or spread out, shortly after leaving nozzle tip, causing a lateral pressure as the steam fills stack near its base. When speed is gained the exhausts follow each other so closely that a continuous circulation is maintained and the greater volume of air now forcing its way into stack compresses the column of exhaust steam so as to prevent its flattening out, causing it to fill stack at a point somewhat higher than before, and in cases where engine is worked very strong, with nozzle and stack in perfect alignment, the force of the draft current may be such as to prevent the exhaust column touching side of stack at any point in passing through it.

Q. What would you consider most important to the success of a young runner as to the management of the engine?

ENGINEER.

A. First inspect before and after each trip. You will say you have no time for it before starting, but you will acquire skill by practice and will be able to go over the essential parts with little cost of time and it is time well spent, anyway.

Next comes lubrication of valves. Keep them well oiled at all times. It doesn't require any more oil to do this perfectly if you carry the water and handle engine right, than the other fellow uses whose valves drag so as to add a hundred tons resistance to his engine, besides you can work engine at a cut-off consistent with the work to be done so as to make better time with less fuel and water than the runner who is careless in this regard.

Next comes steam pressure. If you have been a good fireman, always trying to hold the maximum pressure, be a good engineer by following out the same practice of working at full pressure all the time.

Follow out these rules and you will get by with half the trouble of the fellow who ignores them all and who is forever try-

ing to explain to some one higher up why his work is below par.

Q. With cylinder cocks open, showing no water in cylinder, I notice that if throttle is opened quickly, and especially if engine slips, a lot of water is carried to cylinders and thrown out of stack. Where does this water come from? Is it carried out of boiler through dry pipe? This happens even with water low in boiler.

A. You will notice that in most engines there is considerable of a sag in the steam way in cylinder saddle, and if engine is allowed to stand a while this sag fills with water, or condensed steam from throttle. If engine is moved slowly, steam may pass out over this water without moving it, but if throttle is opened wider the rush of steam through steam way flushes the steam way out. Getting rid of this water suddenly by "knocking" it out was a common practice some years back when the slide valve was in general use, but with the coming of the piston valve it is done less. It was never a good practice, but is especially bad with the piston valve.

Q. I notice in "thumping" engine with main pin in top quarter the wheel moves back and forth, the driving box also if wedge is not tight, but if engine is "thumped" with pin on bottom quarter the whole frame of engine moves and the wheel remains stationary. What makes the difference? Which is the best position in which to pump engine to locate pound in boxes?

D. W. M.

A. The best position is with engine on top quarter on the side the thumping is done. In this position the wheel can be moved back and forth the amount of lost motion in driving box with very little steam. The wheel only is moved now as the pin is at the point of greatest leverage, the frame of engine serving as the fulcrum or base of power. With crank pin at bottom quarter conditions are reversed. The pin now occupies the same position relatively as the frame did in the other case. The main crank pin now represents the fulcrum or base of power, so when lever is worked back and forth with steam in cylinders the frame moves back and forth the amount of lost motion in main driving box instead of the wheel, as in the other instance.

**Q.** Have we more flue troubles with the superheater than without? We do seem to have more. To what would you charge it?

M. R.

**A.** There are several features connected with superheating that tend to add to our flue troubles. In the first place there is a great difference in the size of upper and lower flues, causing a corresponding difference in the effect of changes of temperature on them; then we have the superheater damper covering the upper flues so that when pressure is being raised in boiler, often as rapidly as possible, as when getting engine ready for service, the temperature of lower flues is much higher than that of superheater tubes, also when throttle is shut off, as when drifting, the immediate checking of circulation through these tubes when superheater damper falls causes a greater and more sudden reduction of temperature there than takes place in the lower flues through which the circulation is not so completely checked, and these unequal, and more or less sudden changes of temperature, produce strains which no doubt may have some effect on the life of flues in engines using superheated steam.

**Q.** Since superheating has proved to be such a success, some think it would be an aid to compounding and that we may again see the compound engine used. How would they work together?

ENGINEER.

**A.** The principle upon which superheating and compounding are based is the same, namely, elimination of loss through condensation. This is gained in the superheated engine by superheating the steam after leaving boiler to an extremely high temperature, such as will permit the utilization of a high percentage of the expansive energy of the steam by expanding it in a single cylinder. The principle of compounding is to get the same returns by providing low pressure cylinders, thus avoiding heat losses through condensation that would result from extreme variations of temperature caused when using saturated steam in a single cylinder. There would be nothing gained by combining the two principles in one locomotive, as either will accomplish all that is possible, with the advan-

tage, all things considered, much in favor of superheating.

**Q.** How is the specific gravity of oils figured, such as engine, valve and kerosene oils?

K. O. E.

**A.** The specific gravity of a body, whether it be a solid or liquid, is based on the ratio of the weight of that body to one of an equal volume of some other body that serves as a standard or unit of measure. Water is usually the standard for solids and liquids, and is the base or zero from which the varying degrees of gravity of the different grades of oil is measured. The gravity is measured by an instrument called the hydrometer. It is a glass tube with a scale of degrees marked on it, and the depth to which this tube sinks into any liquid indicates on the scale the degrees of specific gravity of that liquid. Taking water as the zero, the gravity of valve oil is 24 degrees. That means it is 24 degrees lighter than water. Engine oil, 33 degrees; kerosene 45 degrees and gasoline between 75 and 90 degrees.

**Q.** What causes an engine to jerk when moving a train at slow speed, but after going about 10 miles an hour, seems to be square and O. K?

K. O. E.

**A.** There are several things that tend to cause the effect you have observed. This action or jerky motion when going slow is usually most pronounced when lever is cut back, as when starting a train with lever not at full stroke, or perhaps less than half stroke. The peculiar motion would in that case be caused by the effect of preadmission, which would be particularly strong if valves were the least out of square and by the strong force exerted at the start of each stroke for only a short part of the stroke. Another thing, the pressure on valves at slow speed is greater than when engine is under faster headway, for the same throttle opening that would show boiler pressure, or nearly that, in steam chest at four miles an hour, with same throttle opening might not show near that much pressure at 10 or 12 miles an hour. This is particularly the case with the slide valve, but the resistance to movement of most piston valves is also greater with full pressure in valve chamber, as the high pressure sets the valve rings against the

valve bushing so as to increase the valve friction. The effect on main driving boxes is not normal when running slow at short cut-off either, and any lost motion in them causes a peculiar wabby action, and as the valve gearing on most engines has its source of motion from the main axle, any irregular movement of the latter will be imparted to the valve movement.

**Q.** What is meant by angularity of main rod?  
K. O. E.

**A.** Angularity of main rod is the angular or oblique slant of the rod in any position it may be in after engine leaves its dead center position. The angle is greatest, of course, with engine standing on either side or lower quarter.

**Q.** Please explain the offset of link saddle pin.  
K. O. E.

**A.** The link saddle pin is set back of a true central position in the Stephenson link motion so as to cause an automatic raising and lowering of the link which has the effect of equalizing the cutoff for forward and back end of cylinder, which, otherwise, owing to the effect of angularity of main rod would not be equal. When link is moving back cutting off steam at forward end of cylinder, it also rises, thus causing an earlier cut-off than if it were hung centrally and did not rise. This is necessary, for owing to the effect of the angularity of main rod for backward stroke of piston the piston travel is greater for any given cut-off or travel of main pin than the same amount of piston or pin travel would be traveling from the back center forward. When the cut-off for forward stroke of piston is taking place, the link is moving ahead and is lowering its position, account of being hung out of center, thus delaying the cut-off for forward stroke of piston, which is necessary to equalize the cut-offs for both ends of cylinder, as the effect of angularity of main rod delays the piston movement with relation to that of the pin as much in the forward piston movement as it hastens the piston movement with relation to that of pin during the backward stroke.

**Q.** Where is an engine strongest to start a train, say a right lead engine?  
K. O. E.

**A.** This question again brings us back to the influence of angularity of main rods.

The strongest point of the engine is when the piston travel is the greatest. We find that to be when the main pin on right side is going from forward center to lower quarter, at which time the left pin is moving from upper quarter to forward center. You will notice when starting a train, or on a slow hard drag, the tendency to slip is greatest when engine is about in that position. It is of course the angularity of main rod, its back end following the pin in its course that causes this variation in piston movement in its first half of the stroke. The offset of link saddle pin counteracts this inequality of power as shown in the greater tendency to slip when pins are both on forward half of wheel, but in the longer cut-offs the influence of link is not shown, as the reverse movement of link would not take place while pin was going from forward center position to that of lower quarter, as when the cut-off takes place after pin has passed the lower quarter, for which reason the tendency to slip is most marked with pins at forward half of wheel when using long cut-off as at starting or on a slow drag.

**Q.** Please answer the following questions through the JOURNAL.

On a piston valve engine, inside admission, why are by-pass valves used, and what would be the effect if they were removed and by-pass ports plugged?

C. A. K.

**A.** The by-pass valve is used to prevent excessive compression of air in cylinders when engine is drifting; it also provides for communication between both ends of the cylinder so the air pushed ahead of piston when drifting is forced over through by-pass port into opposite end of cylinder. In that way the high compression of air in cylinder is avoided. It also prevents the formation of vacuum, as the air forced from one end of cylinder by piston is permitted to follow the opposite side of piston, which prevents the formation of vacuum and the forcing down through exhaust ways of hot gases from smoke-box that is so damaging to lubrication of valves and cylinders.

If by-pass valves are removed and ports plugged, then those things it was intended to prevent as cited above will take place.



**Q.** Kindly state best way to test for blow in by-pass valve. **I. A. K.**

**A.** To do this, put engine on either lower or upper quarter on say, right side. With lever ahead if engine is on top quarter steam will be admitted to rear end of cylinder in the usual way through admission port. If steam gets into forward end of cylinder a blow will be caused because now that end of cylinder is open to exhaust and any blow caused would likely be from steam blowing by a defective forward by-pass valve. We will next reverse the lever, taking steam in forward end of cylinder and if a blow takes place now it will be through rear by-pass valve. Of course a main valve or cylinder packing blow will cause a blow in positions named, but it is not difficult to distinguish between them, or between them and the blow at a by-pass valve.

### ♦♦♦ The Fuel Man

The man whose duty it is to promote economy in fuel comes as near earning his salary as some others in the service holding offices with higher sounding titles.

To fill the position requires a person of broad experience coupled with good common sense, and to be successful in fullest measure he should have liberal support from some one "higher up," the higher the better. It might seem at first glance that little support would be needed if results were shown, but the great difficulty is in getting results without first having the support of superiors.

A lever without a fulcrum is useless, so would the fuel man, or, more properly speaking, the fuel expert, be useless without substantial backing from someone high in authority. He should have this because in his efforts to correct existing practice in the handling of fuel, as well as in all that relates to its use, he must necessarily step on several officials' toes, and, by some oversight of nature, perhaps the most stubborn people seem to have the tenderest feet, or the reverse, if you please.

For instance, the fuel man finds the practice at some terminals is to fire engines up as soon as ready for service, in anticipation for a call for them, and it

frequently happens that engines are often held so waiting for 12, 18, or even 24 hours. Here is something that must be stopped.

The fuel man calls attention of the local officers in charge to the waste. Do they take kindly to this interference in the matter, or to the suggestions that he may offer? They usually do not.

The first argument that they have to offer is that power must at all times be ready for call, that a matter of a little fuel used cuts no figure. Used is the word, not wasted.

It is believed by some people that anything put to the use for which it is intended is not wasted.

The question of whether absolutely necessary to use it under certain conditions does not enter into their scale of reasoning, so the local officers stand pat in their position, that the power must be held ready for call, "because the transportation people demand it." That puts it up to the train department, so when the matter is brought to them, they having plenty of other troubles, and not being interested in the fuel question anyway, are likely to claim that they want all available power ready at all times for any emergency that may arise, so the fuel man is up against it again. He then shows by what authority he makes the inquiries, mildly suggests that the officers of transportation department kindly co-operate with the motive power officials in regard to ordering power, so as to give ample time to prepare engines to meet current demands, etc. Does he make a hit with his economy talk? Well, hardly, but the authority he shows makes a hit that causes the local officials to take notice and become really interested in a matter which at first seemed but a bore and annoyed them. He gets the pledge of the train department officials to do what they can in the matter, and going back to the roundhouse he assures the foreman that he need only fire up engines after they are ordered for service. This arrangement at first glance would seem to suit the roundhouse foreman, but it doesn't. He dislikes to be continually working on time orders. He would prefer to have a few engines, in fact, all fired up and ready for

service at all times. What does a little coal amount to anyway, to him? But the fuel expert sees considerable waste there, and perhaps having a dozen or more other terminals where the same thing is going on he sees where a great hole of the company's earnings can be stopped, but his troubles and trials are many.

He finds an engine on the road with valves or cylinder packing blowing, and notifies the M. M. of that division to hold her in for repairs, because she is wasting fuel. He finds trains delayed along the line by indifferent train dispatching and he takes steps to have the fault corrected, for it is a waste of fuel to keep engines in service longer than actually necessary. He recommends that the tonnage rating on one division be reduced and that of another division be increased, it being in a broad sense wasteful of fuel to have engines underloaded as well as overloaded.

He tries to correct the methods of firing the engines, advocating the practice of supplying the coal in small quantities and often. He even alters the front end designs and adjustment of draft appliances because of their influence on coal consumption. He interests himself in the transfer of coal at the different terminals from the cars to the locomotive tenders, reducing the cost of handling if possible, for this cost falls on the expense account of the fuel department.

It can be seen by anyone connected with railroad work that the fuel man has a difficult row of stumps to hoe. In the discharge of his duties he is very likely at first to incur the displeasure of the heads of several departments, for in addition to knowing his business, which is also a part of theirs, he must compel obedience to recommendations.

Trying to drag the service out of a rut into which it may have been going on for years is no easy task, for he will often find people so bound by habit that something more forceful than logic will be needed to protect the invader of their territory.

Where the fuel man should find the least opposition is from the engineers. They know that an effort put forth to promote fuel economy calls for first-class conditions of power and even improved

designs of engines. Where the methods have been slipshod, the power kept going almost continually or forced into service by orders of the train department, whether fit or not, the troubles of the enginemen are many and they will welcome and help the delivering Moses who will lead them out of the wilderness of the poor steamers, lame engines, pounding boxes, hot pins, leaky pops, defective or low capacity injectors, poor coal and other kindred ailments, which, if not bearing so directly on the question of fuel economy, do exert an indirect influence that is not conducive to successful operation from any point of view.

The old competitive plan, which in the days of regular engines placed the engine crews in competition with each other, terminated with the introduction of the pool. While not without its faults it was better than none, for it exerted a good influence in so far as it introduced the adoption of best methods of handling and firing engines, but the loose manner of conducting it in some places caused contentions which made it unpopular with enginemen. A return to some kind, any kind of system taking into account the economical use of coal, would be welcomed by the engineer, who fully realizes that any earnest effort made in the direction of fuel economy means a step toward better firing, better steamers, more uniform and consistent tonnage rating and a general improvement in conditions that concern the convenience and personal comfort of the enginemen.

The fuel man will not get far before he learns that in his quest for results the element of human nature must be reckoned with, else his plans, however perfect theoretically, will fail in practice. Not that he shall cater to the whims of the rank and file, rather the opposite, but he must regard their co-operation at its full value as a factor in the success of his system and enlist their best efforts by showing a sincere interest in the improvement of working conditions; but he must, above all, be able to demonstrate in a practical way, directly or through his assistants, that in locomotive performances particularly, waste of fuel and waste of labor go hand in hand. T. P. WHELAN.

# TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

LA JUNTA, COLO., May 8, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 37, addressed to extra 1869, "No. 31 engine 1856 wait at B until 12:15 p. m. C until 12:30 p. m. D until 12:45 p. m."

Order No. 41, to extra 1869, "Extra 1869 east hold main line meet No. 31 engine 1856 at B."

Please state whether order No. 37 should have been superseded or annulled.

What action should extra 1869 take upon arriving at C at 12:20 p. m.? Did order No. 41 cancel order No. 37 in any way? Are there any circumstances where a higher number or a later order can cancel, supersede or annul an order?

MEMBER DIV. 505.

A. Orders once in effect continue so until fulfilled, superseded or annulled. Order No. 37 remained in effect until the time expired at the several stations. This order is known as the 4th example of Form E, and the explanation states that the train or trains named must not pass the designated points before the time given; and other trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order as before required to run with respect to the schedule time of the train or trains named.

From the above explanation the time given in order No. 37 must be considered the same as the regular schedule time so far as extra 1869 is concerned. That is, the explanation states that trains receiving the order are required to run with respect to the time specified in the order, as before required to run with respect to schedule time. This being true we find that the time given in the order has no more to do with the meeting point fixed by order No. 41 than the regular schedule time of No. 31 has to do with that meeting point. That is to say, there is nothing

in order No. 37 to prevent the extra from proceeding to B and meeting No. 31 at B as directed by order No. 41. On the other hand, No. 31 cannot pass any of the stations named in order No. 37 before the times mentioned.

Order No. 37 should not have been superseded or annulled. Extra 1869 arriving at C at 12:20 p. m. would proceed to B for No. 31. There are no circumstances in which a higher order number or a later order supersedes or annuls an order.

MART, TEXAS, April 26, 1916

EDITOR TRAIN RULES DEPARTMENT:  
We are working under the latest revised standard code of rules. Please give your ruling in full on the following orders:

Order No. 1, "No 55 engine 227 has right over second No. 56 engine 246 Z to V No. 55 hold main track."

Order No. 2, "Second No. 56 wait at U until 4:10 a. m. for No. 55 engine 227."

Who holds the main track at U? No. 56 is superior to No. 55 by direction.  
L. E. P.

A. If you are working under the latest revised standard code which was adopted in November, 1915, it states, under Form P, that when a train is directed by train order to take siding for another train, such instructions apply only at the point named in that order, and do not apply to the superseding order unless so specified. While this rule does not fully cover the case at hand, it points the way by indicating that the take siding should only apply to the movement under the first order.

It follows that No. 55 may hold the main track at U, but must take siding at V, if it makes that point on the time order.

ST. PAUL, MINN., April 8, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
A second class train running ahead of a first class train leaves flagman one mile west of D account short time to get clear. Upon arrival at D find the siding blocked and proceed to E.

Is it necessary for the second class train to leave another flagman at D to protect them between D and E, or will the first-class train after picking up the flagman west of D have to run under control until the train ahead that the flagman belongs to has been passed?  
A. T. M.

A. Rule 86 states that, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minute; but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown.

There is no injunction in this rule which interferes with or changes the regular operation of rule 99. That rule provides that when a train stops under circumstances in which it may be overtaken by another train the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection. This was done and when the first-class train picked up the flagman, it is presumed that he notified the first-class train of the intention to pull in at D. When the first-class train arrived at D and found that the train had gone, and found the siding blocked, it would be evidence that the train had preceded them to E and the rules do not require another flagman to be left at D. The first-class train would have sufficient notice that the other train was ahead of it and knowing that the flagman of that train was with them should take extra precaution from D to E.

So far as the leading train is concerned, Rule 99 provides that when a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night or day, when the view is obstructed, lighted fuses must be thrown off at proper intervals.

From the above it can be seen that the flagman on the engine of the first-class train, and the throwing off of fuses, if necessary, by the flagman on the leading train, should be sufficient protection until the stop is made for the siding at E, when the regular operation of Rule 99 should be resumed.

SALT LAKE CITY, April 20, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Please give your opinion on the following order:

Order No. 19, "Engine 3407 run extra A to Z take siding and meet extra west 3603 at L."

At L the conductor of extra 3603 re-

ceived a message for engine 3407 to help extra 3603 to B. Can extra 3407 run from B back to L without new running orders?

There are no open telegraph offices between B and L. MEMBER DIV. 222.

A. When engine 3407 arrives at B, it must get orders to run extra from B to L, as it has fulfilled that part of order No. 19 which conferred authority to run extra from B to L.

Rule 97 provides that an extra train shall not be run without orders from the train dispatcher, and while extra 3407 held an order to run extra from A to Z, it had fulfilled that part of the order from A to L, and it had no further authority to run extra over the line from B to L, and a new order should have been issued.

NEW LONDON, CONN., May 1, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 38, "Engine 337 run extra A to Z meet extra 1393 at H."

Order No. 40, "Extra 337 north meet extra 1393 south at G instead of H."

At H extra 337 received order No. 42 which was addressed to the operator at that point as follows: "Engine 1393 run extra Z to A meet extra 337 north at G. No. 2 run 25 minutes late B to M."

Conductor signs for order No. 42 and gets complete to it and is given a copy and the extra uses the 25 minutes on No. 2. Dispatcher claims that the extra had no authority to use the time.

MEMBER DIV. 348.

A. Standard Rules provide that train orders must be given in the same words to all persons addressed. This rule was violated by the dispatcher, which gave rise to the misunderstanding referred to. Rule 204 provides that train orders must be addressed to those who are to execute them, but rule 208 provides that orders sent to the operator must be delivered to all trains affected until all have arrived from one direction and it is expected that these orders will be respected as though addressed to the trains, and while it is expected that in the case of a middle order, the order would not contain anything which the train did not have, still if it does contain other information, such information can be used without violating any rule.

# The Eight-Hour Day Movement

Headquarters B. of L. E. Building, May 10, 1916

## Conference for Eight-Hour Day Begins June 1

It has been announced in the public press that the negotiations for the eight-hour day and time and one-half for overtime will begin in New York, June 1.

The issues are fairly well joined and there is no seeming justification for dragging them out, but this will be the tactics of the carriers.

In connection with this wage negotiation, there is a reflection that we are induced to indulge. It will be interesting to note the men that will gather at the table. Thirty-six men will represent the general managers. The wages of these men will probably average \$40,000 a year. They will have as their chief adviser a lawyer who will probably receive \$100,000 a year.

The business of these men drawing from \$40,000 to \$100,000 a year, will be to prevent the employees in train service, who average \$1,253, from getting an eight-hour day. Fate itself has nothing more ironical than this.

And, if any of the employees in train service were done away with, if by some chance it were possible to stop pouring the value of their labor into the hopper, there would be nothing with which to pay these gentlemen and their occupation would be gone.

It calls to mind the fate of the eagle that, when pierced by an arrow, fell down and grieved, not so much from the wound as from the fact that the arrow was tipped and had been guided in its flight by a feather from its own wing.

## INCREASED EFFICIENCY OF EMPLOYEES DEMANDS BETTER PAY

In all wage movements where there is an admitted revenue sufficient to remunerate the workman or where there are ample ways to make it so, if it is not sufficient, the question of the productive efficiency of the employee is always one to be considered. Based upon this, there is a sound economic reason why the employee should share the benefits derived from the improvement of the machinery that he operates.

In applying this to the occupation of running an engine or performing service as a trainman, there is always an effort to get to train mileage or hours of service, and ignore the revenue that the employee produces per hour or per mile. There is more difficulty in applying this line of reasoning to the fireman who heaves the coal; for modern engines are burning approximately twice as much fuel as the engines burned a few years ago.

The money that the employee makes for the company and the worry and labor that he encounters upon his own behalf bears a close relation to the weight and length of his train. The tendency toward greater weight of trains was developed in the western arbitration.

The result of heavier tonnage as shown upon ten representative railroads in the West, the Atchison, the Burlington, the St. Paul, the Northwestern, the Great Northern, Illinois Central, Northern Pacific, Oregon Short Line, Southern Pacific Co., and Union Pacific, considered as one company, showed an increase in freight traffic for the period of 1900 to 1913 of 134.41 per cent; an increase in all traffic, both passenger and freight, of 137.58 per cent.

During this period the freight train load increased 78.08 per cent, so that it was possible to handle the increase in freight traffic, amounting to 134.41 per cent, with an increase of only 31.39 per cent in freight train miles. The total increase in traffic, embracing both passenger and freight, amounting to 137.58 per cent, was handled with an increase of only 61.69 per cent in revenue train miles.

There is but one answer to these percentages—that is, heavier trains. It may be argued for the railroad companies that the men received increases in wages that offset the heavier trains and increased productive efficiency of their labor. Not so.

The comparative efficiency of engineers and firemen engaged in freight service, as measured by ton miles per \$1,000 compensation received by them,

was 26.99 per cent greater in 1913 than in 1900 for engineers, and 23.81 per cent greater for freight firemen. Thus, when applied to the wages received by the engineers and firemen, it is clear that the companies were finding a way to get more out of the men in proportion to the wages paid them as the years went by.

#### MR. WILLARD IS FAIR

Mr. Daniel Willard, president of the B. & O. Railroad, on April 27, addressed the American Newspaper Publishers' Association at their banquet in New York. Mr. Willard said some sensible things. Among them the following:

"Certainly the men who operate the trains and engines should be a selected class, and they should be well paid and given good and suitable working conditions, but if the carriers are not already paying such wages and giving such conditions, they should be required in the public interest to do so; and if it should then appear that upon the existing basis of rates and fares the revenues of the carriers were not sufficient to yield a fair return upon the value of the properties devoted to the public use, after paying the increased wages, then such increase of rates should be permitted as to fairly meet the situation."

Very true! and how much more commendable than the earlier publications of the alarmist propaganda, when it was sought to make the country believe that it was on the verge of a great railway strike because the men had voted to have their officers present their request that they be given an eight-hour day.

It is too early to attempt to pass upon the question of rates. We believe that the statement of the carriers that it will cost \$100,000,000 to grant the request of the employees is very much exaggerated. We think this is clearly shown by the number of railroads that are already on the 12½ miles per hour basis, and the further fact that 76 per cent of the trains in the western territory are making better than the time required to avoid any additional payments to the trainmen if their demands should be granted.

We believe further that the increased volume of traffic will so greatly add to the revenues of the carriers that any plea, either as against the request of their employees or for increased rates in conse-

quence of granting such requests, will be overthrown.

But should this not happen, then there should be no argument upon the proposition of Mr. Willard. But it seems to us that the duty of the carriers to grant ployees is a primary one and independent proper wages and conditions to their em- of the question of rates. It is manifestly unfair to raise the question of rates in order to block the discharge of their duty to their employees, and in the negotiation of wages this fact should be kept scrupulously in mind.

#### WHAT TRAINMEN EARN

In an address at Cambridge, O., recently, Mr. Dodge, Editor of the *Trainmen's Journal*, gave some valuable results that are reached by a simple method of calculation applied to working hours of trainmen and the wages paid them.

A trainman working 365 days, a calendar year, if he works 10 hours each day, works 3,650 hours. Without stopping to raise the question as to how many men, or rather how few men can work that many hours year in and year out, let us see what will be their gross income while they last in such employment.

The engineer whose wage per 100 miles or 10 hours may be \$5.40, would by working a whole year of 365 days 3,650 hours, receive a total compensation of \$1,971.

A conductor whose pay may be \$4.10 per 100 miles or 10 hours, which is about an average, if he works his 365 days or 3,650 hours during the year, will draw a total compensation of \$1,496.50.

A fireman whose rate of pay per 100 miles or 10 hours may be \$3.35, if he works the full year of 365 days, or the 3,650 hours, would receive a total compensation of \$1,222.75.

A brakeman whose rate of pay per 100 miles or 10 hours, which is the prevailing rate in the South, the rate in the West being \$2.78, and in the east \$2.67, if he works a full year of 365 days or 3,650 hours, would receive a total compensation of \$1,003.75.

The cents are carried because in considering such a wage they are of too great importance to be dropped.

From these results there are two consolations to be derived. One is that after a man shall have worked his 3,650 hours in the year, taking 10 hours each day for work, two hours to get his breakfast and get to his work, and two hours to get from his work to his home and get his evening meal, and then gets the sleep he needs, the remainder of the time is his. He can do as he pleases with it.

And the other consoling feature, especially to the brakeman, is the fact that after he has paid his rent, his fuel and light bills, his grocery bill, his meat bill, his clothing bills for himself and family, the books for his children, the doctor's bill, the drug bill, and other incidental things, the remainder of his \$1,003.75 is his. He may spend it as he pleases.

#### BIGGER ENGINES AND TRAINS

How many have seriously contemplated the constantly increasing weight of locomotive engines and trains with a view to fixing a limit in their own minds to the progress in that direction?

It is nearly a miracle to note the rapidity with the 65-ton engines disappear. Now and then there is an announcement of some newly constructed monster being put into service, and we almost imagine that we feel the earth tremble beneath its ponderous weight, but we think it is only a freak and that its like will not be seen again.

In this we are usually disappointed. The speed craze and the tonnage craze are some crazes. Some of the tendencies may be due to madness, but others of them are due to that species of commercialism that is relentlessly striving to make more out of the employees from year to year without regard to the strain and overwork entailed upon them. No proof could possibly be stronger of this man than the present attempt to defeat the efforts of the employees of the establishment of an eight-hour day in railroad service.

It seems to the manager that if he can get an engine twice as large that will pull half as much more, and then have the same engineer run it, the same fireman fire it, the same train crew do the work behind it, including the chains that have to be carried and cars that must be set

out, that he gets something for nothing.

Here the mental process stops. The question of whether or not this monster machine (some of them weighing as high as 800,000 pounds) completely overdoes the facilities of operation and seriously augments the hazard of traffic movement is given little attention by the traffic manager.

Some light upon this phase of the subject is given by the twenty-seventh annual report of the Interstate Commerce Commission. The Commission gives an analysis of railway accidents by causes, including broken rail, spread rail, soft track, bad ties, broken or defective draft gear, irregular track and miscellaneous.

The derailments from the above causes are given for the ten-year period from 1904 to 1913, inclusive. During that ten-year period, there were from the above causes 14,988 derailments. In these derailments 518 persons were killed and 16,156 were injured. The financial loss, including damage to property and cost of removing wreckage, was \$11,263,779.

The disclosures made by the Interstate Commerce Commission in the above named report had a far-reaching effect. It was about the time the public began to awaken to a realization of watered stock and improvements charged to operating expenses, cash bonuses and the like, all of which were not only extracted from the public in the first instance, but which remains a charge upon which they will be expected to pay capital return while our American government shall last.

Have they stopped the overtaking of roadway and equipment? No; no more than they have broken themselves of the desire to impose overwork upon the employees.

In the western arbitration, Mr. Lauck presented an exhibit (Employees' Exhibit No. 27), which consisted of expressions of the railway presidents concerning the probable increase in the size of engines and train loads. Mr. Markham, of the Illinois Central, had the following to say:

"I think it is a fact that the average tractive force of engines in service is capable of permitting a very considerable increase in train load for some years to come. We all have in service a comparatively large number of light capacity en-

gines, and on the Illinois Central there are a large number of such engines which will be retired whenever the cost of repairs reaches a certain figure."

Mr. Schaff, of the Missouri, Kansas & Texas, gives the following:

"The increase in revenue train load during the next five years will depend largely upon our ability to replace the light engines with heavier power. Our plan is to replace all the main and heavier traffic lines of the Missouri, Kansas & Texas with heavy rail and heavier engines, and I think we ought to secure a 15 or 20 per cent increase in the revenue train load before 1918."

Mr. Bush, president of the Denver & Rio Grande, states as follows:

"It is reasonable to assume that the revenue train load during the ensuing five years will equal the established ratio of increase and probably exceed it. Further improvement necessarily depends on the relative tonnage there may be to handle, increasing the length of passing tracks, purchase of other locomotives of a capacity that would further increase the average tractive power per engine."

Mr. Raymon DuPuy, of the Virginian Railway, a road that on account of its splendid grade has no need to employ excessively heavy engines, has the following to say:

"The original program of the Virginian with its .02 per cent grade line on two of its operating divisions, was to handle 80 loaded 50-ton cars in a train. But we developed a Mikado engine a little heavier than our first Mikados, and equipped them with superheaters, and now handle 100 cars per train as easily as 80 formerly."

Some of our readers may remember that not very long ago the trainmen and conductors were trying to get a bill passed in the State of Virginia to limit the number of cars in a train. The companies defeated them, and after it was over sent out a booklet giving the report of the hearings before the legislative committee.

That booklet contained, among other things, the statement of an engineer that he preferred to handle the 100-car train. He could stop it better, "because he had more brakes to stop with." His mind did not enable him to know that if he had 10 cars he had 10 brakes, and if 100 cars, 100 brakes. The greater number of brakes were offset by the greater number of cars.

This engineer overlooked the very im-

portant fact, that in service application he had but a very small hole, relatively, through which to void all the air of the 100-car trainline, and that it would require a very long time for it to flow out, the reduction being so gradual that upon the rear of the train many of the triple valves might equalize through the feed grooves and the brakes not apply at all.

If he applied the brakes in the emergency and there happened to be an obstruction in the trainline—an angle cock partly closed—he would only get an application on the head-end of the train. We think we have heard of a case similar to this on a 100-car train, where an airhose blew off and the conductor and flagman were both killed.

But the engineer clarified the matter by stating that he never got any drawheads on the 100-car trains, and that he was called to handle a work train of three or four cars and jerked a drawhead out the first day.

#### LOS ANGELES TIMES AGAINST THE EIGHT-HOUR MOVEMENT. PRESIDENT RIPLEY OF THE SANTA FE BLUFFS

From the *Los Angeles Times* of April 18, 1916, comes one of the latest and most vindictive expressions of opposition to the request of the men in train service for an eight-hour day.

This article goes the route that all the recent articles go: it laments the widening gap between the wages paid the trainmen and the men in other branches of railway service. But bear in mind that the *Times* does not propose to reduce the gap by bringing the underpaid men up.

The first paragraph of the article, which is an editorial, sets out that the aggregate paid to the men in train service annually is \$1,333,477,365. From this it shows that the engineers average \$148; the conductors \$128; the trainmen \$85; the telegraph operators and train despatchers \$90; machinists \$86; carpenters \$82, etc.

All this is explained by the fact that trainmen are often required to work two days in one. This is the very thing that we complain of. If the Editor had taken the salary of the machinists and added it together for two months, he would have found the sum greater than the wages of an engineer for one month.



A quotation is given from the *Railway Age-Gazette* to prove that a section foreman is charged with as great responsibility as trainmen. This is not true.

The section foreman is not required to do much more than to stand around and direct the work of the men under him, often having the oversight of only one or two men. And, should his track get out of line, and an engine turn over, it is the trainman and not the section foreman that is killed.

Here is a quotation that each member of the Railway Brotherhoods should not fail to read:

"There is no justification for the wide discrepancy between the wages of the employees in train service, and clerks and station agents and section foremen. It is an unrighteous discrimination, which has been obtained by labor-unionism."

This is what those opposed to working-men, and who wish to see the millions of wealth created by labor turned into the coffers of the rich, think of your organization. Let each member esteem his Brotherhood as highly as his enemies esteem it.

The editorial uses the familiar scare-crow of increased rates, only it is differently stated. This time it is said that the employees "demand that the American people shall pay higher rates, etc." We demand no such thing, but, on the contrary, believe that incomes, due to the increased volume of traffic, will fully meet the financial requirements incident to an eight-hour day for the men in train service. The better service that will ensue will largely offset the increased cost.

But there is something out of the ordinary, and perhaps the only thing that justifies the notice of the article. It is the following:

"There is at least one railway official in this country who will not succumb to the demands and threats of the railway train hands. It is President E. P. Ripley of the Santa Fe. . . . He says that if the trainmen strike, other men will be hired to take their places. And what Mr. Ripley says he will do he will surely do."

**OCCUPATIONAL HAZARD—THIRTY-FIVE PER CENT OF ENGINEERS AND FORTY-SEVEN PER CENT OF FIREMEN ARE KILLED**

One of the fundamental questions that ought always to have its due weight

when considering the conditions of employment and the price that they shall be paid, is that of the occupational risk. In the movement of traffic, especially upon steam railroads, it is extremely high.

If there is any one thing that the engineer and his faithful fireman have failed to fully appreciate as they might, it is the danger that they constantly face. How strange it was that only a few short months ago, these two men, in an organization sense, were arrayed against each other!

Two men who spent more time in each other's company than with their families, whose interests in all that pertained to their employment were one and inseparable, who not only lived together, but often died together, should imagine themselves estranged and when off of their engine looked upon each other as foes. It was a condition condemned alike by the better judgment and kindlier sentiment of both.

The things for which we are striving now—the eight-hour, day and time and one-half for overtime—were one of the concessions immediately obtainable, and doubtless influenced those who participated in the conference at Chicago that resulted in a peace agreement between the two organizations. One of the first fruits of peace is the ability to stand shoulder to shoulder in an effort to secure for trainmen the same hours of labor that have long since been secured by the laborers in other lines of employment.

But we began to speak of danger—of death. It is a sad thing. The mind instinctively tries to turn away from it. Each man says in his heart, "It will not be I," and the years circle away. The dead come not back to tell of the pain they felt from the blow that made the taper of life burn no more, and the inward sorrow of those that mourn for the lost trainman is not shouted forth into the world. We gayly and thoughtlessly move on with the innumerable caravan, soon forgetting those who have taken their chamber in the silent halls of death.

The man who says that transportation costs the American people 45 cents out of each dollar to pay the employees simply

does not know what it costs. Before he shall know that he will have to visit the premature graves that dot the hillsides and valleys of our nation. He will have to feel the weight of sorrow that falls upon a mother when the messenger calls her from the guileless slumber of weary years to tell her "Your boy is killed." He will have to look into the faces of a mother and her children when the husband and father can join them no more at the fireside. He will have to know something of the vast human misery that is felt by the orphaned child whose father has been lost in the perilous pursuit of bread. He must not only know the price of human misery, but of human ruin. He must enter the hovels and retreats of vice and viciousness and count the number and the cost of those who are there because the one upon whom they depended for support and education has been killed. When this is done then we may be told the cost of transportation. But what of the facts? Of this industrial army of young men that are attracted from the farms and non-hazardous occupations to become firemen and engineers (have not the exact figures for trainmen and conductors) how many die an unnatural death?

Figures were given in the western arbitration concerning the number of deaths for each of the above named organizations for a ten-year period. In that period the number of deaths reported by the B. of L. F. & E. was 5,026. Of this number of deaths, 2,258 were the result of disease; 2,367 were the result of railroad accidents; 401 are classed from "other causes," representing those drowned, murdered, suicides and accidents other than upon the railroads.

Here the record shows that, as between disease and danger, the latter has 109 more men to its credit in this ten-year period. This confronts each young man who engages his services to the railroads, with the gruesome fact that he has a greater chance each year to die as the result of an accident upon the railroad than he has to die from disease. Combining his liability to meet death and throwing all other form of accidents upon the side of disease, still the perils of his

employment are such that his chances of being killed are 47 to 53.

That is not all. In the same period the organizations paid disability claims to 1,224 men. This included those resulting from Bright's disease, consumption, ataxia, paralysis, blindness and amputation of the hand or foot.

Of the above disabilities, 544 were paid for amputations, 62 for Bright's disease, 147 for blindness, 218 for consumption, 78 for locomotor ataxia and 175 for paralysis.

Here the beam again tips in favor of the hazard. Of the 1,224 disability claims paid, 544 were for amputations and 147 for blindness, a total of 691. All the others amounted to 533, so that if we are disposed to admit that none of the other disabilities resulted from occupational causes, we still have 56 per cent of disabilities due to the hazard.

Combining the claims paid for death and disability from all causes, we find a total of 6,250 claims paid. Of these, 2,367 were for being killed, while 691 were paid for amputations and blindness, a total of 3,058 claims paid as the direct result of the occupational hazard, as against 3,192 claims paid as the result of disease and all other forms of danger.

Expressed in terms of death and disability, it is 48.9 per cent to the latter, the score standing practically 49 to 51 as to the men belonging to the B. of L. F. & E. This includes those working as engineers, firemen and hostlers. The number of engineers to be paid was 302; the number of firemen 566; the number of hostlers, 41: while 315 were variously employed.

But the story is not fully told. The above total of 3,058 claims paid by reason of the hazard is not all of them. These are the claims that came within the strict construction of the law and were paid as a direct obligation in a legal sense. There were 307 benevolent claims arising from railroad accidents paid also.

These latter claims were for "portion of foot," "portion of hand," "hit by hot cylinder," "bursting of water glass," "injury to foot," "injury to hand," "injury to spine," etc. Adding these and the 208 benevolent claims paid for "other causes" than railroad accidents, the grand total is

6,765 claims paid; 3,365 of them being paid as the result of the hazard, composing 49.74 per cent of the whole.

As might be expected, when we come to consider the engineers as a class separate and distinct from the firemen, they show a smaller percentage of deaths from accidents. This arises from the fact that they are older men, and therefore more liable to die as the result of disease or failing physical power; and from the further fact that the occupation of firing an engine is more dangerous than running it. This added danger, by actual deduction, is indicated by saying that the locomotive engineer is eight times as liable to be killed by an accident as the man in an ordinary occupation, while the fireman is nine times as liable to be killed.

There was an extended study, expert in the highest sense, given by Henry J. Harris, Ph. D., formerly statistical expert United States Department of Commerce and Labor, before the western arbitration commission; but the net result of this was little if any more than to confirm the experience of our Insurance Association and prove that it represents a fairly general average.

The net result of his conclusion was that "Fatal accidents cause about 35 per cent of the deaths in the membership of the Brotherhood of Locomotive Engineers." Even this percentage, high as it is, would necessarily be higher were it not for the fact that the engineers are a highly selected class, capable of meeting danger coolly, and often save themselves when an excitable person would be killed.

The experience of the association for the period 1890 to 1913 showed a total of 11,059 deaths and disabilities. Of this number 6,797 died of disease or causes other than railroad accidents; while 3,269 were killed, and 993 disabled in railway accidents. The percentage of loss by the hazard, including death and disability, was 38.5.

This percentage embraces the men belonging to the association of every age. When the young man takes his position on a locomotive engine he flirts with death upon even chances. When he reaches the age that he *must* die, the ratio diminishes—not due to diminished hazard,

but to the greater prospect of natural death.

At the outset we remarked that we did not have the figures relative to accidents of trainmen and conductors. We regret that we cannot show how fast they go, but there is available one classification in which all are included—the engineers, firemen, motormen, conductors, brakemen, rear flagmen, baggagemen and porters on trains. This compilation is for a three-year period.

In 1910-1911 there were 235,841 men employed; out of every 194 of their number one man was killed. In the year 1911-1912, 245,653 were employed; out of each 208 of their number one man was killed. In the year 1912-1913 there were 251,111 employed; out of each 214 of their number one was killed. The fatal average for the three years was one man killed out of every 205 employed.

The cruel logic of these disclosures is that of every 205 men employed, the life of one is sold every year, and at least two others must give themselves to be seriously maimed.

Has this awful problem entered into and been properly estimated in fixing the wage agreement of trainmen? Verily, it has not.

Remember, if the employees can change their day from ten to eight hours, by thus exposing themselves to danger for a shorter period of time, not estimating the lessened danger arising from the fact that the employee will be more alert, the danger of being killed or maimed will be reduced 20 per cent to each employee.

With this process of fatal weeding, it is not strange that the average age of the American engineers is low. "The good die young." In the eastern arbitration, there were 31,847 engineers employed on 51 railroads, whose average term of service at that time was but 12.4 years.

We have 12.4 years of labor to sell. We say that eight hours is enough to sell each day. The railroads say it should be ten. Before the great American public this cause is to be tried, and before them we shall win.

#### HOW THEY PUT THE WATER IN

This is a discussion of water, not the kind of undrinkable liquid that surrounds

the Ancient Mariner when he in desperation cried, "Water, water, everywhere, and not a drop to drink," but the kind of water that has been so lavishly poured into the capital of American railroads, to pay dividends upon which they often find it necessary to oppress their employees.

About the time of the Civil War, the navy department brought out a gunboat of very shallow draft, a thing much needed upon the rivers of shallow depth. President Lincoln in explaining the merits of the boat for use in shallow water, said that it could be run "wherever it was a little damp."

Upon this same analogy there are some of our railroads that are wet enough to permit such navigation with one gunboat loaded into another and then give a safe clearance. But in what we shall say about the water contained in railroad capital, we deem it necessary to explain that the managers of these properties are not chargeable with the inflation of their capital. The exploiting has been done by men higher up, and the managers who are asked to produce dividends upon the fictitious capital, are the victims.

No attempt will here be made to give the entire amount of water in the capitalization of the American railroads. This will likely never be known. The present purpose is merely to give a few striking examples, with a view to illustrating the principle involved in such practices, rather than to disclose the extent of the practice.

This question came up in the western arbitration in an effort to explain that the misfortunes of which the railways complained were to a great extent the result of their mismanagement. The case of eight representative western roads were given, treated as a single system, and but one single form of inflation was given in the reference that is here cited—that of stock bonuses.

Sometimes stock bonuses are a gift outright, but in this case the inflated capital is in form of gifts to the stockholders by themselves by permitting them to take up the various forms of securities at a less price than they might have been sold for in the open market.

The eight roads cited were the Atchison, Burlington, St. Paul, Chicago &

Northwestern, Great Northern, Illinois Central, Northern Pacific, and Southern Pacific. These eight railroads, during the period 1900 to 1910, gave away in the form of stock bonuses the enormous sum of \$250,584,962.

The method by which this sum of money was slipped from the pockets of the American people into the pockets of the stockholders without the people knowing it was by issuing the stock and permitting the stockholders to take it up at par value when it would have brought more in the open market.

Thus it appears at a glance that this was worse than giving the bonus to all the stockholders upon the basis of the shares held by them. This plan of donation placed the stock at the command of the stockholder with money to exchange for it, while the poorer holder, perhaps the widow investing her savings in an effort to derive sufficient in return to raise her children, did not have the money to take advantage of the offer. However, the stock held by this widow suffered a depreciation in value proportionate to the increase in the amount of obligation thus placed against the property.

Of this \$250,584,962, the Burlington gave away \$4,869,110; the St. Paul, \$74,750,122; the Chicago & Northwestern, \$63,801,856; the Great Northern, \$64,300,666; Illinois Central, \$21,201,691; the Northern Pacific, \$13,252,500; the Southern Pacific, \$8,409,017; the amounts aggregating \$250,584,962.

This is a single process. The above amount represents the dripping squeezed from the sponge as the water went into the roads. That is the amount of money put into the pockets of the rich stockholders as the water went into capital, and the amount of that water is represented by a much larger figure.

It worked out this way: A man needs \$1,000 and is going to raise the money by issuing his notes. His notes are worth 100 cents on the dollar; but he has a special friend among his neighbors that he wishes to favor. To this friend he goes and proposes that he will give him \$1,500 worth of notes for the \$1,000. This friend in turn takes the notes and sells them to neighbors for \$1,500 and pockets the \$500.

## A LESSON IN HIGH FINANCE—Table Giving in Detail the Financial Operations of 14 Western Railroads

			Total Issue (Par Value)	Issued for Cash					Issued for Other Than Cash		
				Par Value	Proceeds	Market Value	Excess Market Value Over Proceeds	Necessary to Issue		Excess Capital (Water)	
1	A. T. & S. F.	1901-1910	Stock	\$ 63,563,000.00							\$ 63,563,000.00
	F. Debt		192,447,132.71								500.00
2	C. B. & Q.	1900-1910	Stock	12,393,000.00							2,558,400.00
	F. Debt		123,129,100.00								11,912,000.00
3	C. M. & St. P.	1901-1910	Stock	144,276,400.00							9,493,500.00
	F. Debt		175,165,000.00								2,450,000.00
4	C. & N. W.	1903-1909	Stock	91,023,165.00							306,000.00
	F. Debt		21,371,000.00								306,000.00
5	Great Northern	1890-1913	Stock	222,947,286.00							44,990,750.00
	F. Debt		174,024,500.00								116,734,500.00
6	Illinois Central	1901-1909	Stock	49,296,000.00							3,000,000.00
	F. Debt		39,767,600.00								269,283,600.00
7	Northern Pacific	1896-1913	Stock	323,000,000.00							3,000,000.00
	F. Debt		304,631,150.00								230,000,000.00
8	Southern Pacific	1900-1913	Stock	221,763,443.00							146,896,980.00
	F. Debt		200,109,500.00								38,298,500.00
9	Chicago & Alton	1906-1910	Stock	39,986,100.00							39,986,100.00
	F. Debt		22,316,000.00								
10	Chicago Gr. W.	1910	Stock	86,268,115.00							86,268,115.00
	F. Debt		20,500,000.00								18,500,000.00
11	C. R. I. & P.	1902-1910	Stock	24,827,200.00							6,654,902.50
	F. Debt		158,171,000.00								5,086,541.00
12	M. St. P. & S. Ste. M.	1900-1913	Stock	16,810,200.00							2,635,143.00
	F. Debt		55,113,839.00								823,710.00
13	Mo. Pacific	1910	Stock	83,251,000.00							14,068,000.00
	F. Debt		29,806,000.00								83,251,000.00
14	Wabash	1904-1908	Stock	40,378,586.00							40,378,586.00
	F. Debt		80,303,969.00								22,987,560.00

- Exchanged for convertible bonds.
- Exchanged at par for \$500 miscellaneous bonds.
- Part exchanged for 5% convertible bonds.
- Part exchanged for C. B. & Q. mortgage bonds; part for Quincy Bridge stock.
- Exchanged principally at par for other securities.
- Exchanged for stocks and bonds, Montana Railroad.
- Exchanged for 1,020 shares of Albany Railroad Bridge Co.'s stock.
- Exchanged for St. P., M. & M. R. Co. stock.
- Purchase of Litchfield Division. Harriman made \$1,600,000.00 out of deal.
- \$150,000,000 reorganization; balance exchange of securities.
- Exchanged Southern Pacific and Central Pacific securities.
- Appropriated for above purposes.
- Exchanged for other stock of Chicago & Alton.
- Issued for reorganization.
- Issued for securities.
- Issued for equipment and in connection with acquisition St. L., K. C. & C. R. R.
- Exchanged for securities of other companies.
- Issued for consolidation of old companies into new.
- Issued for debenture bonds and committee services and capital stock of Wabash Pittsburgh Ter. Ry.
- \$1,900,500 exchanged for mort., C. St. L. bond. Balance for debenture bonds and committee services.

① This amount represents all this issue for which there is a marked quotation. There was a European loan of \$16,150,567.43.

② \$107,613,500.00 of this was issued to acquire \$53,806,750.00 capital stock of the Burlington at \$20 in bonds for each \$100 of stock. The remaining \$9,121.00 was for redemption of the company's own securities.

③ No market quotation for \$1,666,000.00 of funded debt obligations issued for cash.

④ No quotation found for \$9,838,839.00 of securities and are not included.

⑤ No quotations available for \$1,771,000.00 of securities.

⑥ Not including \$25,000,000.00 issued for cash for which no quotations were found.

# Summary of Securities Issued, 1900 to 1910, by Nine Important Eastern Railroad Companies in the United States

	Total Par Value Issued	Issued for Cash						Par Value Issued for Considera- tion Other Than Cash	
		Par Value	Proceeds	Comparison Based on Contemporaneous Market Prices			Excessive Capitaliza- tion (Water)		
				Amount	Market Value	Excess of Market Value Over Net Pro- ceeds to Co.			Amount Required
Baltimore & Ohio Railroad Company	Capital Stock Funded Debt	\$ 107,170,165 128,388,285	\$ 92,100,634 120,278,588	\$ 123,705,042	\$ 95,923,579 123,705,042	\$ 3,822,945 3,426,454	\$ 88,430,749 121,518,072	\$ 3,669,885 3,452,448	\$ 15,069,431 3,417,705
Boston & Maine Railroad	Capital Stock Funded Debt	6,938,765 25,200,000	6,938,765 24,700,000①	11,873,829 25,148,710	12,344,928 25,690,600	471,100 541,890	6,674,065 24,179,127	264,700 520,873	
Delaware & Hudson Company	Capital Stock Funded Debt	8,790,800 44,704,000	7,000,000 44,704,000	9,450,000 42,902,541	11,559,800 46,138,420	2,109,800 3,235,879	5,722,417 41,572,230	1,277,583 3,131,770	1,790,500
Erie Railroad	Capital Stock Funded Debt	5,031,100 102,266,630	5,031,100 53,128,000②	49,539,859	51,924,878	2,385,019	50,690,534	2,437,466	5,031,100 42,468,630
Lehigh Valley Railroad	Funded Debt	45,371,000	18,300,000③	17,718,500	18,553,580	835,080	17,477,313	822,687	19,335,000
New York Central & Hudson River Railroad	Capital Stock Funded Debt	107,729,300 143,289,580	107,729,300 95,555,177④	112,134,562 91,328,572	143,631,894 94,679,560	31,497,332 3,550,987	84,100,332 92,176,597	23,619,968 3,378,521	45,234,403
New York, New Haven & Hartford Railroad	Capital Stock Funded Debt	88,977,325 188,234,000	32,097,125 130,212,300⑤	45,741,226 130,724,166	54,448,525 146,344,054	8,707,298 15,616,889	26,965,293 116,323,337	5,111,832 13,888,963	56,880,200 14,666,700
Pennsylvania Railroad	Capital Stock Funded Debt	261,529,850 325,983,537	208,649,900 318,505,287	231,774,847 309,553,983	286,898,752 320,307,538	55,123,905 10,753,555	168,563,491 307,830,134	40,086,409 10,675,153	52,879,950 7,478,250
Toledo, St. Louis & Western Railroad	Capital Stock Funded Debt	20,000,000 28,478,250	808,000⑥	723,019	705,493	17,526⑦			20,000,000 26,670,250
Total		\$1,638,082,287	\$1,265,399,008⑧	\$1,290,993,036	\$1,432,856,643	\$141,863,607	\$1,152,232,691	\$112,358,258	\$310,922,119

- ① \$ 500,000 Unquoted funded debt excluded.  
 ② \$43,355,000 Unquoted funded debt excluded.  
 ③ \$ 500,000 Unquoted funded debt excluded.  
 ④ \$6,670,000 Unquoted funded debt excluded.  
 ⑤ \$ 7,736,000 Unquoted funded debt excluded.  
 ⑥ \$ 2,500,000 Unquoted funded debt excluded.  
 ⑦ Excess of proceeds to company over market value.  
 ⑧ \$1,761,000 Unquoted funded debt excluded.

The fellow who gets some of this ill-gotten gain can argue that there is nothing wrong here; the man who made the note had a right to do so, and as his credit is good, the one that finally bought the paper for \$1,500 will lose nothing. That was almost identically the language used by the supporters of Mr. Harriman when he sacked the Chicago & Alton.

Such an argument is not sound. In the first place the man issuing the notes is not giving his own paper in a strict sense. He is operating a public utility, and his promise to pay is in reality an attempt to obligate the public to pay the note and the interest accumulating thereon. In principle it is just as if the man referred to above as desiring \$1,000 for himself, had gone as the agent of his neighbor to secure the money for that neighbor by issuing the neighbor's note. That is, he had made the private agreement and issued the \$1,500, when he might have had the money by issuing \$1,000 of his neighbor's paper; he would nearly have stolen the money that was given to the third party; the \$500 that was pocketed.

That is what actually happened in the juggling of this stock. In order to get the \$250,584,962 into their own pockets, they issued \$173,122,796 more stock than was necessary, and this amount went into the capital of the roads as water.

If anyone has heretofore had a vague understanding of what water in a railroad meant, there it is. It is the amount of obligations fastened upon the property by the looting band in order to secure money for their own pockets. It is not the same process the James boys used.

But this was by no means all. There were some frills going with this juggle. During the same period there was given away by ten representative western roads the sum of \$19,197,337 in underwriting commissions.

But here the mischief really began. During the period six of these roads paid dividends. They took from the people in the form of freight and passenger tariffs the money that they distributed. On the money thus taken, the sum \$11,276,495 was paid in dividends upon this water. That process of extracting money from the public to pay interest and dividend

charges upon this and all other forms of water contained in the pretended capital of the carriers is never ending. It must go on until the wisdom of the American people shall find a remedy for it.

But one inquires what has all this to do with the demand of the employees for an eight-hour day and time and one-half for overtime? It has a great deal to do with it. In the first place, the railroads are holding up their present unhappy plight as an excuse for refusing the demand, and point to their inability to pay, in an effort to frighten the public with the pretense that if the concession is granted it will require \$100,000,000 annually to meet the increased payroll charges, which they in turn will take out of the people who use the railroads. They point to the fact that many of the roads are in the hands of receivers. And they are. They have been left stranded with the prospect of being sold and those who bought the fictitious securities having to take but a few cents on the dollar. They are very much in the same condition that the James boys used to leave the safe after they had blown it open and taken the contents.

As to the roads that are still limping along, they point to a large amount of stock that has paid no dividends. Their position here implies that their water has the same right to participate in dividends that the laborer has to draw wages. This we deny. We admit that every dollar honestly put into the railroads should have a fair return, and that such capital may properly be classed with the employees in the division of revenues.

But when it is sought to place these fictitious millions against the real flesh and blood men, who have risked their lives through flood and storm and heat and cold, we object.

This \$11,276,495 paid in dividends upon the water would have given the engineers and firemen on the particular railroads a 25 per cent increase in wages, and there would have remained above one million dollars. It would have been far more just to have given it to them; and it will be far more just to give the employees an eight-hour day now than to distribute another eleven million dollars in the same manner.

## A VOICE FROM THE FAR WEST

Following is an editorial from the Portland, Oregon, *Daily Journal* that needs no comment:

"The *Journal* cannot pass on the merits of the controversy between the railroads and their employees, relative to an eight-hour day.

"Statements from the parties are conflicting. The railroads contend that the concession demanded would cost the companies \$100,000,000. The employees deny it.

"The managers say a strike has already been determined upon. Employees deny it.

"On this page is a carefully prepared statement of the employees' side of the controversy. It contains some statements that cannot be successfully controverted. Thus it contends as a principle that long hours under high tension quickly incapacitate workers.

"That is true. The managers themselves must admit it.

"The locomotive engineer after a dozen hours or more at his post can easily misread train orders and cause a costly collision. The spent and sleepy worker is not 'safety first.' It is no longer denied that accidents in industry are more frequent at the end of a long day.

"Well rested, properly nourished, alert and active workers inactivity are safer and more profitable to employers than are weak, unfed and spent workers. One class is safety, the other menace. One means good service, the other bad service. One means efficiency, the other inefficiency.

"This is not a discussion of the merits of the pending controversy, but the assertion of established principles in industrial life."

The article referred to gave a general statement of the demands of the men and the reasons for the demand.

## A SQUARE DEAL IN RAILROAD WAGES

The railroads are circulating an article by James L. Fagan, printed in pamphlet form, on yellow paper, under the title, "A Square Deal in Railroad Wages." The title and the signature are all that appear on the outside page. Upon careful examination, this is rather artful. The first suggestion upon reading the title is that it treats of the right of trainmen to have the same hours for a day's labor that constitute the day in other leading employments. And thus by the decoy title they get many a person to open the pamphlet and begin reading it that would otherwise pass it by.

One must read several paragraphs before the purpose of the writer appears,

so cautious is he to conceal that it is a railroad production. Every possible stratagem is employed to lead the reader into the belief that the writer approaches the subject with an open mind.

The first complaint is that the trainmen, meaning the four Organizations, designated the "Big Four," have imbibed an exaggerated idea of their relative importance. He proceeds to set that right by telling how it ought to be.

As to the relative importance of the different classes, Mr. Fagan gives the following:

- (1) Train Dispatchers—(The Directors of Trains.)
- (2) Section Foremen—(The Maintainers of Roadbeds.)
- (3) Engineers, Towermen, Conductors.
- (4) Telegraph Operators.
- (5) Firemen, Sectionmen (skilled).
- (6) Brakemen.

From the above Mr. Fagan would have us judge the relative importance of the various groups in traffic movement. He proceeds then to show that the average wages of the dispatchers are \$1,500; the engineers, \$1,800; the conductors, \$1,500; the firemen, \$1,000; the trainmen, \$1,000; the section foremen, \$750; the towermen, \$800; the telegraph operators, \$700; the sectionmen, \$500.

Mr. Fagan overlooked the fact that his first named class already have an eight-hour day given them by the law of the United States, also his telegraph operators and his towermen; but that is not much for a man to overlook when he becomes accustomed to it.

The expected course of argument to follow this comparison of wages would be that these men, whose yearly earnings are so manifestly inadequate to meet the necessities of a family who have pride enough to desire to maintain themselves decently, should be given better pay. But not so. The writer laments the widening gap between the wages paid the different classes, and concluded that the "Big Four" are receiving today "a good deal more than their share of the general payroll fund," and obliges us with the further conclusion that the "Big Four" are the "preferred stock" — not the watered stock.



Five reasons are assigned why the demand of the employees for an eight-hour day should not be granted, though the author was careful not to say a word about the eight-hour day. Upon that question he hedged, and referred to the "so-called justice of the claims of these 400,000 train service employees for a large and universal increase of wages." Following are the "so-called" reasons why it ought not to be given:

"(1) Because wages in the train service today are already extremely high and generous.

"(2) Because the wages are also unreasonably higher than those of other employees whose services are equally valuable.

"(3) Because the Big Four class of employees have an exaggerated idea of their own importance as compared with the rest of the railroad world, and their demands for additional pay are founded, to quite an extent, on this misconception.

"(4) Because the Big Four, as a preferred class with special privileges and concessions, is a reflection on the democratic ideas and principles of the American people.

"(5) And finally, while wages in the train service have been continually on the climb, the tension on the responsibility of the employee has slackened, while the dangers, discomforts and hardships connected with the service have been reduced to a very satisfactory minimum."

To a man who knows anything about present-day methods of railway operation, a large portion of the so-called reasons why the demands of the trainmen for a shorter day should not be granted are ridiculous. But how about the person who knows nothing of the matter?

Such a person may draw the conclusion that the writer is desirous of having the other employees mentioned receive an increase in wages that will bring them up to the trainmen. But no; that is not the object. The real object of this line of argument is to cite the circumstance of their inadequacy of pay, and upon that predicate an objection to even discussing the question of whether or not the men in train service should have a shorter day.

If it were to be proposed to Mr. Fagan and those whom he serves—the employers—that they should advance the wages of these men so inadequately compensated, he would likely offer as the first excuse for refusing to do it, the demands of the men in train service.

Let no one deny that this article is ingenuous; for it is. But there is much to be gained by reading it. We cannot tell the reader where he may secure copies. It has no earmarks on it to show its origin. Such information would have defeated its purpose.

The first thing to be noted is the fear to meet the issue of the claim of the trainmen for an eight-hour day, squarely. This shows that the railroads are afraid of it. They conclude that the American people have already rendered a decision upon that question. The next notable thing is the method employed to becloud the issue, which is none other than the timeworn appeal of the walking delegate to class hatred. This is unfortunate, but of course we may expect it.

It is one thing to appeal to the prejudice of the lowly section man whose earnings are \$500 per year, but quite another to excuse the mistreatment of him. That man, often lacking vigor and the capacity of organized effort, perhaps cannot remedy his condition. But the employers, who, because they can, take the services of such citizens for such a yearly wage, should admit before the American people that they are "accumulating wealth while men decay."

If the train service employees should wait for an eight-hour day until the railroads take compassion upon the section men and give them what they ought to have for their labor, they might as well disband. They can, through the yellow literature they distribute, call attention, politely enough to the injustice they are doing these men, but never will they profess an inclination to remedy it.

We will not get a shorter day by waiting until the railroads have righted their wrongs to other employees. Neither can we accept as an answer to our demands that they treat us fairly, their tacit admission that they have treated others worse than they have us.

#### WANT OFFICIAL INVESTIGATION OF WAGES

As this is written, May 8, there is being taken a referendum vote of the commercial organizations affiliated with the United States Chamber of Commerce, of Washington, D. C., in an effort to have the Congress of the United States make

an investigation of the wages paid to the employees in the different branches of railway service.

This action grows out of the request of the employees in train service for an eight-hour day, and has for its purpose the suspension of the negotiations until after the resolution that is proposed shall be introduced and acted upon by Congress and the Interstate Commerce Commission make its investigation under the authority thus conferred.

A special committee has had the matter under advisement, and the report of that committee recommends the line of action as follows:

"Your committee therefore recommends that the board of directors of the Chamber of Commerce of the United States take steps to secure immediately by referendum a vote from its constituent members approving the introduction into the Senate and House of Representatives of a joint resolution, substantially as follows:

"WHEREAS, the controversy that has arisen between the railroads and certain of their employees relating to a shortening of the hours of labor without corresponding decrease in pay, and for increased compensation for any service performed in excess of the daily period prescribed, may lead to a serious interruption of the railroad service with disastrous effect upon the public welfare and upon the commerce of the nation; now, therefore, be it

"Resolved, By the Senate and the House of Representatives of the United States of America, in Congress assembled, that the Interstate Commerce Commission be, and is hereby directed immediately to investigate and report to the Congress as soon as practicable, the minimum, maximum and average wage paid, with hours of service to each class of railroad employees in the United States; and, so far as they are comparable, the minimum, maximum and average wage, with hours of service, paid in other similar industries where similar skill and risk are involved, the relation of wages to railroad revenues, the question of whether railroad revenues, based on existing rates for transportation, will admit of equally favorable terms to all classes of railroad employees, and any other matter in this connection that the commission may deem relevant; and, be it further

"Resolved. That it is the sense of Congress that the railway companies, their officers and employees, should give their hearty support and co-operation to the Interstate Commerce Commission in its investigation, deferring pending controversies over questions at issue until that commission may be able to complete its investigation and make its report to the Congress."

The way has been carefully prepared before this resolution. The first man to address the United States Chamber of Commerce and attempt to stir it to action was President Elliott of the New Haven Railroad. His speech before the chamber was none too fair.

While the chamber was getting its referendum vote in, the railways, through the executive committee of the Western Association, has prepared a pamphlet containing all the unfavorable press comment that could be assembled into a pamphlet of 48 pages without counting the covers, and two copies have been mailed to each member of Congress.

This pamphlet is the text-book of those opposing the eight-hour movement. It contains the data so often used by those making arguments against us, all neatly arranged on the outside covers. It is from this cover that they get the "309,000" employees in train service, when in fact the ballot returned in the recent referendum vote embraced above 350,000 employees. It is on this cover that they get the statement that 18 per cent of the employees get 28 per cent of the wages. It is here that they get the statement that 45 cents out of each dollar goes to the employees. It is here that they get the yearly average of wages and the increases. In fact, this pamphlet is the fountain head of the stream that they expected to have flow over the nation.

By this it is hoped to have the minds of the members of Congress influenced against us before the resolution is introduced. They would have no objection if the members of the Interstate Commerce Commission should take notice of the contents of the pamphlet.

It is too early to discuss the probable outcome of this move. It is one of the many problems that must be met and solved as the negotiations advance.

# THE JOURNAL

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

JUNE, 1916

## Commercializing Membership

We are in receipt of letters from Secretaries of Divisions complaining of being flooded with wares of various kinds sent them by members of the B. of L. E., evidently expecting the members, or the Division, to buy them, whether they want them or not. This practice is out of harmony with the law governing the Order which prohibits the Divisions from such practice.

Divisions are not allowed to solicit aid by either circular or otherwise without the consent of the Grand Chief, and are prohibited from soliciting in any manner, outside of the town or city in which they are located. Brothers who send their wares to any Division without first securing an order for them just as anyone else would have to do will have no right to complain if they get no response; in fact, they will not deserve any. The process borders on begging, and is decidedly objectionable. Our Brothers, if rightly approached, will be glad to give preference to members who are dealing in any

of their wants, but it must be remembered that they are not obligated to buy because the seller is a member of the Order. It is an imposition to send goods unless they are ordered by the Division or person they are sent to. Those of our members who are trying to live by commercializing should learn the courtesy absolutely necessary to any degree of success. Buyers must be induced, not coerced, and no member of the Order can commercialize his membership without detracting from his standing.

Selling goods is legitimate, asking our Brothers to buy is legitimate, but to impose any kind of merchandise upon a member because the seller is one is contrary to every code of business ethics, spells business failure, and is void of the principles of the Golden Rule.

Members who impose upon members in this manner deserve no response or attention.

## B. of L. E. Memorial Day

The second Sunday in June of each year is designated in our law governing the Order as an International Memorial Day to be observed by all Divisions, with appropriate service in memory of our deceased Brothers.

It is a fitting tribute to those who were a part of our social life, and our co-workers in the moral and mental uplift of our great family of locomotive engineers, to perpetuate the memory of those named on the roll of the honored dead of our Brotherhood; their life and work is a heritage which ought to be cherished by all; and as each and all of us are destined to pass on to the realm of our Brothers' dwelling place, lest we forget, all who can should do their part in honor of our Brothers gone before, and turn our thoughts to that which fits us to follow.

"Thy love Divine hath led us in the past,  
In this, our land, by Thee our lot is cast.  
Be Thou our Ruler, Guardian, Guide and Stay,  
Thy word our law, Thy path our chosen way."

In honoring our Brothers whose hearts have been stilled, we honor ourselves, and in doing it, cement the living into closer union, enliven our sympathies and interest in each other, which is the rock upon which rests our strength as a Union.

### Car Mileage Waste

The *Rock Island Employees' Magazine* says that "The average miles per freight car per day in 1915 was 28.9 miles in each 24 hours, and shows cars in motion but one hour and 50 minutes in each 24, and that for every dollar of transportation cost for moving a load, 52.9 cents was spent for the car alone." The magazine says:

"The total per diem value of the cars used was \$1,084,777.00, and the total transportation cost, including per diem, was \$2,049,231.00, which looks like a loss, at least much of which might be obviated."

An appeal is made to all employees to expedite the freight car, we suppose to load and unload; but to the casual observer a better way would seem to be to hustle them to their destination; work the cars faster and the crews less hours and get the cars to the loading or unloading point.

Nothing would facilitate that more than the eight-hour day. Hustle the car mileage and instead of getting 29 miles in 24 hours, get 50; and the distinction between the figures given above would fade away and the saving would help pay the cost of the eight-hour day, if there is any, and would be sure to please the shipper; besides, less cars would be needed and less money involved in them to stand idle and earn nothing. Looking at the proposition from all sides one must conclude that the eight-hour day will not be an expense to the companies, but a betterment that will please all concerned.

### Hiring Non-Union Men

The *Cleveland News* says: "The New York Central Railroad is continuing elaborate preparations for a strike; dozens of nonunion men, towermen, brakemen and firemen are being hired by the Jake Mintz Detective Agency in Cleveland."

The brakemen and firemen that the Jake Mintz agency can hire as strikebreakers are either ignorant of the business or are the discarded element, whose services the companies dispensed with for cause, and under ordinary conditions would not think of giving them any consideration.

It is, however, a well-known fact, that

when faithful and trained employees become dissatisfied with conditions and demand redress, that the detective agencies in many cities are employed to search for men as strikebreakers; and in this work, character is not to have any consideration; anything is good enough, they pay a big price, but take anyone low enough to lend themselves to do dishonorable service for employers who want to use them to break the power of the old employees who are asking for better conditions. Public morals and safety are not to be taken into consideration; they want to run their business their own way and regardless of any other interest.

But the public has come to a point not so biased toward the employing class as formerly, and the people who are threatened with inconvenience are wanting to know who is at fault. The results in Colorado have given the public a new vision of cause and effect, and that report which greatly enlarged the responsibilities of great employing interests could not be suppressed, and the mind of the public will need evidence of who is in the wrong before they will quietly submit to the inconvenience and the danger to life and property and the morals of the community by having the old employees substituted by the slum element gathered up by a lot of detective agencies for so much a head, and without moral or intellectual consideration of their fitness.

If these recruits are gathered because of the eight-hour movement, with the purpose of intimidation, or for use to displace the old employees, the eight-hour movement will go on until the public becomes familiar with the points at issue, and able to judge of its merits, and the four Orders have faith in the justice of the things involved in their request for adjustment, and will not be disturbed by the knowledge that men are being recruited for strikebreaking purposes.

### The Coal Miners' Eight-Hour Day

The 200,000 miners of bituminous coal in Western Pennsylvania, Ohio, Indiana and Illinois have been conceded the eight-hour day, wage increase and other working betterments.

It is reported that the mine operators refused to unionize the mines, but acknowledged the union's right to organize, and are to deal with the union's wage committee.

The agreement is for a period of four years, and besides reducing the hours from nine to eight, increases wages about 15 per cent, due, of course, to the United Mine Workers' Union, and evidently means eventual recognition of, and dealing with the Union, a peaceful solution of the many troubles in the coal fields.

...

### Vigorous Commendation of Eight-Hour Day

Addressing a great mass meeting of the railroad Brotherhoods in the Lyceum theater in Pittsburgh, Frank P. Walsh, chairman of the committee on Industrial Relations, said:

"I hold that the eight-hour day is so incontestably right that the demand for it is not a subject for arbitration. It should be taken as a matter of inalienable right through the economic power of the workers. Not only should no man be compelled to work more than eight hours a day, but no man should be permitted to work more than eight hours a day except with the consent of his fellow workers and under conditions which they impose, by their collective bargaining power, to see that the one man does not invade and imperil the rights of his fellows."

"I hold further," continued Mr. Walsh, "that the right of workers to collective bargaining and the right of every worker to be protected by his fellow workers from arbitrary discharge are also the inalienable rights of modern industry and they also are not subjects for arbitration."

"What the railroad Brotherhoods are demanding," said Mr. Walsh, "is that instead of a ten-hour day they be given an eight-hour day, or if the railroads won't grant that, then that they be given time and one-half for time over the eight-hour limit."

"The railroads say that this is merely a demand for wages to be increased. Suppose that the Brotherhoods demanded without any alternative that they be given the eight-hour day (which every

principle of humanity and human efficiency says is long enough for exacting risky and vigilant labor) and that the railway employees be returned to their homes at the end of each day's work without expense to them as most other employees are. What a howl would then go up from the railroads as to the exorbitant cost that would mean to them. If these righteous demands of the railway employees have become only demands for increased wages it is because the railroads themselves have made that the alternative.

"Bear in mind that the great majority of railroad employees are a great part of their time away from their home cities. They have to pay their own expenses for lodging, food, etc., and that comes out of their wages. What are these wages? They will average, it is claimed, \$1,242 a year. That is perhaps \$100 or more too high, inasmuch as it takes into account the higher average of the 73,000 passenger conductors, engineers and others who are not involved in this controversy. But suppose it is \$1,242 a year. The daily average wage for trainmen is \$2.73 for a ten-hour day, or 27 cents an hour. To make \$1,242 a year at 27 cents an hour it means that a man must work 4,600 hours in the year, and that means the equivalent of 460 ten-hour days, or 365 days of more than 13 hours' labor each. The way it actually works itself out is that for many, many days of the year the men who run your trains, and who keep the tracks safe and into whose hands the lives of all the rest are placed, and safely placed where the greed or cheapness of the financial managements does not intervene, those men must work to the point of exhaustion for 16 or more hours out of the 24.

"We have been told by the railroads that there have already been considerable percentages of wage increase to the train operatives in the past few years. A percentage of wage increase depends on what you start with. If you start with such a miserably low wage that a man and his wife and children cannot live on it, even with the practice of the strictest economy, then it takes but a precious little increase to make a good percentage

showing. And not only that, but such increases as have been granted have been absorbed by the lengthening of trains and the greater amount of work put upon the men. And everyone knows to his dismay how the greater cost of living has increased and has lessened the actual value of the wages received. Let the wages be placed on a fair and respectable basis to start with and then it will be time enough and fair enough to talk about percentages of wage increases.

"Mr. Walsh gave the figures to prove that never in the history of the country has the railroad business been so profitable as in the past year. A report for the eight months ending February 29 and covering all the railroads having operating expenses of one million dollars or more a year (and this includes 88 per cent of all the railroad mileage in the country) has just been completed by the Interstate Commerce Commission. Those official statistics show that the net revenue of the railroads, above expenses of operation, wages, depreciation charges, taxes and every other possible charge was \$687,653,866. That vast sum was profits, to be distributed in dividends, surplus or any other form of velvet that the directors chose to make.

"The profits for those eight months from July 1, 1915, to March 1, 1916, were about 50 per cent larger than for the corresponding eight months of 1914-1915—yet the profits for these other eight months were large enough, heaven knows. For the eight months of 1914-1915 the profits for every mile of road operated were \$2,116. Yet for the eight months of 1915-1916 the profits for every mile of road operated were \$3,002! The eastern railroads made a profit per mile operated for the last eight months specified of \$5,165 as against a profit of \$3,200 for the corresponding time of the twelve-month before; the western railroads made a profit per mile of \$2,273 for the same later period as against a profit per mile of \$1,835 for the eight months of the other year; and the southern railroads showed a profit per mile in the later time of \$2,191 as against a profit per mile of \$1,444 for the eight months specified in 1914-1915.

"Whether the demands of the Railroad Brotherhoods translate themselves into demands for an eight-hour instead of a ten-hour day, and greater speed to cover the average 100 mile run, or whether they translate themselves into demands for an increase in wages, what fair-minded man can say that the demands are not just? What show of right have the railroad managements to say that these demands are not justified by the facts and by every principle of industrial and economic justice?"

### A Figuring Employer

The Railway Official Publicity Bureau are privileged to use the following as proof of their pudding if they wish:

"A young man asked his employer for a raise in salary and his employer told him he could not afford to do so as he did not work any the whole year at the present time. The young man being very much surprised asked his employer to show him, which he did as follows:

Each year has 365 days. You sleep eight hours each day which equals 122 days. This leaves 243 days.

You rest eight hours each day, which equals 122 days. This leaves 121 days.

There are 52 Sundays that you do not work, 52 days. This leaves 69 days.

You have one-half day off each Saturday, this leaves 43 days.

You have one and a half hours each day for lunch, 28 days. This leaves 15 days.

You get two weeks' vacation each year, 14 days. This leaves one day. And this being the Fourth of July we close on that day.—*Courtesy Bro. J. J. Wiggins.*

### Mansfield, O., Eight-Hour Meeting

A large gathering of members of the four Orders in train service and interested citizens gathered in Mansfield on Sunday, April 30, at which there were many prominent speakers, including Governor Willis, of which we glean the following from the *Mansfield News*:

"The meeting was a highly successful and enthusiastic one, and the audience which filled the lower floor of the theater and overflowed into the balcony applauded the various speakers from time to time.

"The Rev. Dr. S. P. Long, pastor of the First Lutheran church, offered prayer at the opening of the meeting. R. B. Ackerman, Galion, who is the legislative representative of the Brotherhood of Locomotive Firemen, acted as chairman of the meeting, and after explaining the purpose and pointing out the fact that other meetings of similar nature were at the time being held in many other cities, introduced Mayor G. H. Lowrey.

"In a few well-chosen words Mayor Lowrey extended a word of greeting in behalf of the city to the visiting trainmen. He said that long ago someone had wrongfully made a distinction between the employer and the employee which, he believed, was in a large measure today responsible for the difficulties which arise from time to time.

"The mayor stated his belief that but two distinctions of men should be made—the good citizen and the bad one. This, he said, was ample to cover any differences that might come up.

"A most pleasing duet was given by the Misses Lyons and McFadden, who were enthusiastically received and forced to respond with an encore.

"Dr. S. P. Long was given the heartiest of welcomes as he was introduced by the chairman as a man that more men should know.

"The Mansfield pastor declared he is heartily in favor of organization. 'The organization of the church of the living God is the greatest organization of all,' he declared in opening an address which teemed with conviction and spirit.

"Dr. Long spoke of the railroads as the great mode of transportation. In this connection he mentioned the superiority of the railway to the ocean liner, the automobile or the aeroplane.

"In referring to the hours exacted from employees by the railroads, the speaker quoted from the Bible, 'Remember the Sabbath day and keep it holy.'

"And this is just what the railroads won't allow their employees to do,' he declared. 'If railroad men swear and curse and take the name of the Lord in vain it is because the railroads won't let them go to church. There are praying

men at work on the railroads and I know it.'

"There are 24 hours in each day and three things to be done,' Dr. Long declared. 'Every man should have eight hours of good hard work, eight hours for rest and eight hours in which to play—which I use for want of a better word.'

"This point the speaker most strenuously advocated. He declared men working for a longer period of time than eight hours in 24 could not be expected to do their best work.

"In closing Dr. Long advocated an increase of one cent a mile for transportation if railroads found it impossible to meet the demands of the employees under the present 2 cents a mile rate.

"We should expect to pay for what we get. I was never happier in my life than when the railroads said to me, 'You must pay full fare after this.' I don't like the cheap man or the cheap way. If there is no other way to bring about the eight-hour law, then let the companies charge more for their service.'

"H. P. Dougherty, of Cleveland, told of what the public has read pertaining to the proposed increase in compensation for overtime work and an eight-hour work day. He declared the railroad companies had sent out reports which are not based on facts and have made statements that are not true.

"The report of the railroads that the change will cost them one hundred million dollars is absolutely false,' he declared. 'It will not cost them a quarter of that amount.'

"The speaker quoted figures gathered for many years which show the earnings of various companies and the dividends which have been paid in the past.

"Dougherty said the four great organizations of railroad men keep the company from decreasing the present rate of wage.

"Hon. W. S. Kerr, a one-time railroader, emphasized the short life of a railroad man, which figures have shown is less than 12 years of actual service. Many men, he said, were able to work for a longer period of time than this, while others were injured and compelled to leave the service in a much shorter time.

"The Mansfield man pointed out the unusual training that comes to an employee of a railroad who remains in the service for any length of time, and the fact that he is entirely unfitted for other work after serving time in the employ of a railroad.

"Mr. Kerr predicted an eight-hour work day will soon come to road employees throughout the country.

"The public sentiment which gradually is being aroused in favor of an eight-hour day will bring about the conditions you are asking for," he said. "The claims are based on justice and the jury of the people will return a favorable verdict."

#### "THE GOVERNOR'S ADDRESS

"Governor Willis was greeted by tremendous applause as he advanced to the center of the stage.

"It is not because the governors of the states of Indiana and Pennsylvania are today addressing great meetings, similar to this, that I came here this afternoon, but because I believe that at the present rate of wage and in fairness to both the employee and the employer, there ought to be an eight-hour day with time and a half pay for overtime, and I came here to tell you so.

"If there is to be a proper appreciation of the home, men should have the opportunity to cultivate home ties and the advantages found only in the homes of our republic," he added. "Unless this can be done, I fear there is grave danger ahead for this republic.

"You men are presenting your case to the great jury of the people. In time, I believe it will bring about what you desire."

"At this point the Governor was taken seriously ill and was obliged to retire from the stage. . . .

#### "EVENING MEETING

"The evening meeting of the four Brotherhoods held in the assembly room of municipal library was attended by a good sized gathering, many of whom were women who were members of the Auxiliary.

"The Rev. F. A. Schreiber, after opening the meeting with a short prayer, spoke briefly on the proposed measures.

He said it was to the credit of the Brotherhoods that two Mansfield ministers had been asked to address them during the two meetings.

"It is a healthy sign of the times," he said, "and bears out the statements that the church and man are necessary to each other if the best results are to be obtained."

"The speaker elaborated on the assistance which the church gives to all men and its constant efforts to better their conditions.

"Every fair-minded individual will sympathize with you in your demands for an eight-hour day because it is just and right."

"T. B. Jarvis, prosecuting attorney of Richland county, commended the railroad employees on the action that has been taken to bring about the hoped-for results, and said he believes the asked-for eight-hour day would soon come and declared railroad men are entitled to it. He congratulated the men on the meetings that have been held and the efforts that have been made to put the questions before the people in a clear light.

#### "OTHER SPEAKERS

"Mrs. Augusta Statzler, of Columbus, secretary of the Women's Auxiliary, told of the growth of their movement and asked, 'Who is more vitally interested in the eight-hour day for railroad men than the wives of railroad men?' . . .

"C. A. Carlton, general chairman of the Brotherhood of Railway Trainmen, discussed the movement from the trainmen's standpoint.

"Attorney Carl J. Gugler, of Galion, legal representative for the state organizations, spoke on the legal side of the question, bringing forth the fact the action taken by the four Organizations was straightforward in its intention and had been made in a manner which could not be misunderstood by the public at large.

"The railroad man," said Mr. Gugler, "has no time that he can really call his own. He is subject to call at all hours of the day or night. I do not have much sympathy with the plea of the railroad companies that the effort on the part of



railroad men to secure an eight-hour day with time and one-half for overtime is not made in good faith and that it is simply an effort to secure higher wages.

"The fight that you are waging today is not only your fight, it is the people's fight. It is the fight of labor generally for a reasonably long working day at a decent living wage. It is a fight for social and industrial justice.

"I predict that these four great Brotherhoods will go forward, first in your faith in the final triumph in complete justice for all and in the ultimate accomplishment of the splendid fact of the brotherhood of man.

"P. S. Carroll, of Mansfield, gave a vocal solo which was enthusiastically received and an encore followed.

"At the time the meeting was being held in Mansfield the governors of both Indiana and Pennsylvania were addressing meetings in their respective states. The question which is now being advocated by the trainmen and their associations is being taken up and endorsed by prominent men throughout the country."

#### Eight-Hour Day Meeting, Cambridge, O.

The local railroad men in and about Cambridge, Ohio, gathered in on Sunday, April 16, to attend the mass meeting held in the afternoon and evening in the Strand Theatre for the purpose of presenting to the public their side of the question regarding the demand of the railroads for an eight-hour day and time and one-half for overtime. The audiences in the afternoon and evening were large and a great deal of interest was manifest in the talks given by different officials of the four railroad organizations which are united in their demand for a shorter day.

Mayor Conrad Gang presided as chairman of both meetings, introducing the speakers. All arrangements for the meeting were in charge of a committee of local railroaders, of which John McPeck was chairman, and the success of the meeting was due in a large measure to the efforts of this committee.

Mayor Gang in opening the meeting in the afternoon, said:

"I esteem it an honor to be asked by these railroad organizations to preside over their meeting when their side of the demand for an eight-hour day, etc., is to be explained to the public. I believe Cambridge is one of the best cities in the state, because everybody who goes away returns sooner or later."

Following the remarks of the chairman, Rev. Doty, pastor of the Lutheran church, led in prayer, and the chairman introduced W. S. Carter, president of the B. of L. F. & E., who complimented Cambridge on its brand of weather, and then spoke at length regarding the subject. He said:

"I have only the kindest feeling for the railroad officials who are leading the fight against the eight-hour movement. Each side will do its best to present the question to the public. The railroad men believe they are entitled to an eight-hour day, which has been given to every other laboring man. A man in the best of condition is none too good to trust with a train full of human beings, and if this man is worn out with long hours of service he is not at his best."

He said it would cost the railroads practically nothing to grant the men an eight-hour day, and that the men were not asking for more money but simply for an eight-hour day, with time and one-half for overtime.

Prof. L. B. Edgar spoke regarding the early history and developments of the railroads of the country. He said he believed the laboring man was never overpaid, that the best citizenship of the country was made up of laboring men, and that the railroad organizations represent the best class of citizenship. He thought the safety of the public demanded that the railroad men should have an eight-hour day.

T. R. Dodge, Vice President of the B. of R. T., was the next speaker. He told of the number of railroads of the country that have been thrown into the hands of receivers, and said that this was not the fault of the men. He gave a brief resume of the financing and wrecking of railroads. "I believe in a square deal. The men are entitled to an eight-hour day and time and one-half for overtime, because that is long enough for any man to work. If railroad stock

was not watered the companies could pay such large dividends that they would not know how to spend the money." In conclusion he said that if all the freight cars in the country were coupled in one train it would reach from Cambridge to Portland, Ore., on to San Francisco, then Jacksonville, Fla., and back to Cambridge. It would take 69 days for this train to pass a given point, and there are some general managers who would want only one engineer, one fireman, one brakeman and one conductor on this train.

Rev. W. E. Bridge, pastor of the First Baptist Church, said that he remembered hearing for the first time the story of a railroad man wanting to lay off work in order to become acquainted with his family. He said: "there is no better kind of preparedness in the country today than the eight-hour schedule. The best type of preparedness is to work out a schedule of work, rest, and recreation. You are working in the right direction and I hope you get it."

George Hamilton, state workshop and factory inspector, was the next speaker and gave a good address, speaking in favor of the eight-hour day schedule. He also spoke of the fight for a shorter train law and the part he took in it.

O. Irwin spoke in behalf of the railroad men's organizations, giving the early history and growth of the organization. The afternoon meeting closed with prayer by Rev. J. Franklin Baxter.

#### EVENING MEETING

In the evening Mayor Gang introduced Rev. T. A. Gunn, who offered the opening prayer. The first speaker was T. J. Hoskins, of the B. of L. E. He told of the long hours the railroad men had to work and conditions on the various railroads of the country, and of what the railroads are doing to defeat the eight-hour day schedule, the danger the men are in every day, and the training they must receive. He said the Government permitted employees to work only eight hours per day, and did not believe the railroads could refuse the demands of the men.

Supt. W. E. Arter, of the Cambridge schools, said he never saw a railroad

president, but had seen many railroaders, and that his sympathies were with the men. He thought the eight-hour schedule was just and right, and that any condition that would permit the father to be at home with his family and be in personal touch with his son and daughter was justifiable, and he did not care how much it would cost.

R. B. Ackerman, Ohio legislative representative of the railroaders' organizations, made a good address, as did also D. D. Miller.

Attorney Milton H. Turner spoke of his experiences in the railroad service for four years, of the hard work, the conditions of the men and the long hours.

Harvey D. Evans, inspector of public utilities, also made a good address.

Mrs. Maggie Delaplain, Vice-President of the Women's Auxiliary Railway Trainmen, the only woman speaker, said:

"I never pulled a throttle, never set a brake, made a coupling, threw a switch, punched a ticket, or gave a signal, but I have shoveled coal, drawn the water, and rang the bell. This, however, was in the kitchen and not on an engine." Mrs. Delaplain spoke in the evening and her address was from the standpoint of the railroader's wife. Her address was interesting throughout, and especially so to the women in the audience.—*Cambridge (O.) Jeffersonian*.

#### B. & O. System Union Meeting

THE second biennial meeting of the B. of L. E. of the B. & O. system was held at Hazelwood, Pittsburgh, April 24 and 25, in I. O. O. F. Temple.

The morning session of the first day was devoted to registering visiting members and selecting officers for the meeting. Bro. G. W. Bogardus, chairman of the committee of arrangements, opened the meeting with a short address, telling the members of the program that had been outlined.

One of the early arrivals of our invited guests was Bro. A. G. Pack, assistant chief locomotive boiler inspector, and a member of Div. 184, at Colorado Springs. After the election of officers, at which Bro. Geo. K. Reed was elected chairman, the meeting went into secret

session, and adjourned at 12 o'clock for lunch.

The afternoon session opened at 1:30 o'clock. A number of interesting questions were discussed, when Brother Grand Chief Stone, accompanied by Brother Blaney, Organizer, was announced. The meeting was devoted to the business of the engineers, and included a splendid address by Brother Grand Chief Stone. At 4:15 p. m. Brother Irwin was announced, having been appointed a committee of one to meet General Manager G. W. Galloway, of the B. & O. Railroad. The doors were thrown open, and, all members standing, Mr. Galloway was escorted to the rostrum, and introduced to Brother Grand Chief Stone and Bro. George K. Reed. Mr. Galloway was introduced to the membership by Brother Irwin as "our General Manager from our Railroad," and as being especially near to us because he is the son of an engineer.

Mr. Galloway then addressed the meeting, speaking of the conditions and improvements of the B. & O. system; of his interest in the B. & O. engineers; and of their loyalty to the company and to himself as general manager.

Our general manager's address was well received and appreciated by all present. He was followed by Brother Grand Chief Stone, who told us many interesting stories on conditions of railroad life throughout the country. He also spoke of the "Safety First" movement. At the conclusion of the address of Brother Grand Chief Stone, General Manager Galloway retired to meet another engagement which he had previously made, with the promise to be present at the open meeting to be held at 7:30 p. m.; also at the banquet following the open meeting. The afternoon session adjourned at 6 o'clock.

#### PUBLIC MEETING

The public, or open meeting, was called to order at 8 p. m., and was presided over by Bro. G. W. Bogardus. The hall was crowded to its capacity. The meeting was opened by prayer by Rev. Berry, of the Christian Church. Haden's Orchestra then played "The Star Spangled Banner," the audience standing. Mayor Joseph G. Armstrong being present, then

made an address of welcome to the visitors.

Mayor Armstrong is the one city official whom the working men are especially proud of, and it was a great pleasure for the engineers to have him with them on this occasion.

The Emerson Quartet then entertained the audience with several fine selections. General Manager Galloway was then called upon and addressed the meeting. Among other things, he said he was particularly proud to speak at this meeting because the wives of his engineers were present, and that a good wife had much to do with making a good engineer. Also, that he was particularly proud of the B. & O. engineers, and from what he had seen on his visit to Hazelwood, B. & O. engineers and their wives were "home makers," as the residences he had seen were nice enough for anyone, whatever their station in life might be.

At the conclusion of General Manager Galloway's address Bro. J. W. Eustice, who is known as a "song bird" by his brother engineers, was called upon to sing. The songs he sang were sung as only a "song bird" can sing them. He was given one encore after another, and in his obliging manner responded. Brother Eustice may count on it that at every biennial meeting in the future, he will be called upon to sing "Long Live the Song Bird."

Grand Chief Stone then addressed the meeting with one of those stirring speeches that causes the membership to feel proud that they have such a big man, not only physically but intellectually, for their Grand Chief. Many persons had never seen nor heard our Grand Chief before, and were delighted to have the opportunity of hearing him.

Brother Pack, assistant chief boiler inspector, was then called upon, and told us of the work the federal boiler inspectors are engaged in, and how they are helping along the "Safety First" movement. He was followed by one of our resident physicians, Dr. Sawyers, who sang a Scotch selection, which took the house. Among others who helped to entertain was Bro. Chas Beltz, who gave a reading that was well received by the audience.

By this time the ladies of the Glendale Club, connected with Div. 59, of the Auxiliary, wigwagged clear signals with their white handkerchiefs, and which interpreted by the chairman, meant that the banquet was ready.

Chairman Bogardus immediately got busy and formed a line headed by General Manager Galloway and Grand Chief Stone. The whole assemblage repaired to the banquet hall. Upon entering, Haden's Orchestra burst forth with a beautiful selection. Our guests were met at the door by Brother Hood, who conducted the invited guests and speakers to their table, of which Mrs. G. W. Bogardus had charge. Each table was in charge of a member of the Glendale Club, and assisted by several aids.

After all were in position at the tables, Rev. Berry was called upon to ask a blessing, at the conclusion of which the assemblage fell to in good railroad style.

The invited guests at the meeting and banquet were: General Manager Galloway, General Superintendent E. A. Peck, Superintendent Gorsuch, Assistant Chief Locomotive Boiler Inspector A. G. Pack, Trainmaster Brady, Master Mechanic McMillan, Assistant Master Mechanic Galloway, and General Foreman Fleming and his assistant Hegarty.

After enjoying the good things that the Glendale Club had provided, the meeting ended with a general handshaking.

On the morning of the 25th, the Brothers and their wives again met at I. O. O. F. Temple preparatory to visiting the Westinghouse Air Brake Plant and Heinz's Pure Food Plant. The ladies were taken in charge by a committee of Div. 59, of the Auxiliary, and taken to Heinz's Pure Food Plant, where they had a most enjoyable time.

The Brothers formed a line of march and made quite an imposing scene as they marched along Second avenue and took special cars decorated with B. of L. E. banners for Wilmerding.

Brother Cunningham, a representative of the Westinghouse Air Brake Plant, was sent by them to accompany this delegation and guide them through the works. After a 50-minute ride we arrived at Wilmerding; were met by

guides, and then assembling on the lawn in front of the works a picture was taken. We then proceeded through the works, and to many of us who had never visited this plant before it was a great surprise to see these immense works and what a wonderful business the manufacture of the air brake that we use every day has come to be. It took about one hour and thirty minutes to walk through the plant, and all this time the guides were explaining the details of the manufacture of the air brake.

The noon hour having arrived, we were guided to the Welfare Building, where after disposing of coats and hats and enjoying a wash-up, we were conducted to the banquet hall, where the engineers of the pioneer railroad of America were tendered a splendid feast by the Westinghouse Air Brake Company.

It was an imposing scene to look down the hall and see 200 B. & O. engineers enjoying the hospitality of the Westinghouse Air Brake Company.

At the conclusion of the banquet, all repaired to the auditorium where an address was made by Mr. A. L. Humphreys, vice president and general manager of the Westinghouse Air Brake Co. Mr. Humphreys, who has seen all kinds of service, from carrying water on a railway to the highest positions, entertained us with many reminiscences of his early railroad life, and also complimented the engineers on what they had done to make the air brake a success.

Mr. Humphreys was followed by Mr. Turner, assistant general manager, who, we were told, had no sense of humor, but who kept us laughing all the time he occupied the stage.

It was fitting that the engineers of the pioneer railroad of America should be the first to witness the wonderful exhibition as provided by the Westinghouse Air Brake Co. of the universal brake. The exhibition was not only wonderful on account of the new brake itself, but because it was the first time that the brake or any brake had ever been photographed when in motion and reproduced as a moving picture. We will not attempt to describe this wonderful exhibition, but we advise all who can to get in touch with some one

who was present and let him describe it to you to the best of his ability. The engineers of the B. & O. system appreciated this entertainment more than we can express it in the English language. At the close of the exhibition Brothers Blaney and Turner made an address in which they attempted to tell the Westinghouse Air Brake people how much we appreciated the courtesies extended by them.

At 3:15 we departed from Wilmerding, arriving again at the hall at 4 o'clock and immediately went into secret session, the meeting being continued until 6:30 p. m., after which the Brothers hurried home to get their wives and sweethearts, only to return to the dance hall at 8 o'clock for the "barn dance," where all enjoyed themselves until twelve o'clock, when the home waltz was played; and as all good things must come to an end, so did our second biennial meeting, and all that we heard said was "We never had a better time." May the membership of the B. & O. attend the next biennial meeting which will be designated by Div. 370, and of which the members will be properly notified with as much enthusiasm as they did this one.

FROM A MEMBER WHO WAS THERE.

### Chicago Sunday Union Meeting

Sunday afternoon and evening, April 30, the regular fifth Sunday union meeting, of Chicago, was held in Masonic Temple, and it was one of the most interesting meetings ever held. The afternoon meeting was secret, and the members all had something to say and they said it well. Brother Cadle, A. G. C. E., was with us and he spoke on the eight-hour day and many other subjects for the good of the Order. Age seems to have no effect on Brother Cadle, only the older he gets the better he gets. The Chicago fifth Sunday union meetings have been in active service for the past ten years, and they seem to be more interesting than ever, and I am glad to say that every Division in Chicago has paid its share for the support of the meetings except one, and we expect they will make good. Our dear old Brother Hiner, of Div. 23, was not with us this time, but we received

a nice letter from him and he gave a good excuse and his name was placed on the register. So Brother Hiner was with us in spirit.

Brother J. A. Culp, Chairman Illinois State Legislative Board, gave a talk on the work done along the line of legislation. Brother Baumer, our Chairman, made a few remarks for the good of the union meetings; and in order to change the plan of all the talking to be done on the platform, he invited the members to do the talking, and they surely did respond and expressed themselves on the eight-hour day, and many other subjects, and to hear some of the speeches one would wonder why some of the boys were running engines; they should be on the lecture platform.

Brother Edwards, of Div. 519, suggested that our next meeting be a "Hunkydory meeting," so if any of the members don't know what a Hunkydory meeting is, come to our next meeting and find out. Edwards says it is all right, and as he is from South Chicago, he ought to know.

A letter of regret was received from Mr. F. P. Walsh, Chairman of the Industrial Commission, stating he could not be with us on account of meeting with the Brotherhood union meeting, in Pittsburgh, so what we missed in Chicago, the Brothers in Pittsburgh received. Mr. Walsh may be with us next meeting. Now it is hoped all members who can will be at our next meeting. Come and get acquainted with the boys, and you will find a fine bunch of fellows. Let us see if we can beat South Chicago. When they hold a meeting out there, they have to run special trains to accommodate the crowd, and I think they have onenickel show in the town to compete with; but the South Chicago boys are a live bunch, but Shultz is a German, and they are always doing something.

In the evening we held a public meeting in the large Corinthian Hall, and we had the pleasure of having with us Mr. Clarence Darrow, and he told us a few things to remember. He did not say much about the eight-hour day, but he did say, get as short a day as you can, and you will be in the right. He said the lawyers had a three-hour day and the bankers about the same, and the preachers only had a

one-hour day: so he thought eight hours was long enough for a railroad man. We regret that we did not have a full hall to hear Mr. Darrow, but the Chicago daily papers that have been so fair to the men, and has been so full of arbitration, did not care to have the public hear the employees' side. The labor editor of all the leading papers was asked to announce the meeting and invite the public, and they all promised to do so if they had the space, but there was no room for us. The Brotherhood of Locomotive Engineers are not very important, they only take care of the unfortunate, in time of distress they assist the widow and orphan, they try to make the conditions better for their members and families, they are striving to be better citizens, they are now asking for a shorter day so they can devote some of their time to the community in which they live. Now, Mr. Editor of the Chicago papers, is it not news that such an organization that stands for such principles, is going to hold a public meeting to enlighten the public on their side? If one of our members made a mistake and caused a wreck, would you have space in your papers to announce it? Or if one of our members got a divorce from his wife, and wanted to keep it quiet, would you have space for it? Well, we had a good meeting, and we are going to have some more. Our next meeting will be in Hall No. 412 Masonic Temple, Randolph and State streets, Sunday afternoon, and maybe in the evening, July 30, and will be a Honk-e-ydory meeting, and Brother Stone, G. C. E., is going to get his invitation before anybody else gets him. Pittsburgh beat us to it this time, but we cannot complain, as Brother G. C. has been with us every meeting that it was possible, and he is coming again.

Chicago dailies please copy.

FRANK WARNE, S.-T. Div. 231.

### LINKS

THE Third Annual Picnic and Reunion of the Pensioned and Retired Engineers' Association of the D., L. & W. R. R. system will be held at Nay-Aug Park, Scranton, Pa., June 14, 1916 (second Wednesday).

Members of the Association outside of

Scranton and their wives will be furnished dinner. Please answer if you expect to attend. (Basket picnic.)

S. A. PECK, Sec.-Treas.

THE Southeastern Union Meeting Association desires to announce that the Southeastern Union meeting will be held in Richmond, Va., commencing September 4, 1916.

The entire details have not yet been arranged, but it has been decided that there will be a trip by boat down the historic James River at the close. This alone is worth a trip to a foreign land.

Richmond, as everyone knows, was the capital of the Southern Confederacy. It is more closely associated with that awful conflict than any other American city. We are fifty years removed from the great war, and have come to look upon it rather as a thing that had to be, and to measure the deeds of those who participated in the war by their devotion to the right as it was given them to see it.

A trip to Richmond, with a chance to visit Washington and the many places of interest, should convince anyone that peace is much more splendid than war. Many evidences of destruction yet remain in the path of the conflict, but it is relieved and made whole by the greatness of the Government that is maintained by the reunited American people.

We are struggling hard to have this the best meeting in the history of the Brotherhood. We want the South to be seen at Richmond in its happiest mood, and we want the meeting to be such a gathering as will reflect the strength and vitality of the Brotherhood of Locomotive Engineers and the beauty and benevolence of spirit that brought the Grand International Auxiliary into existence.

We want every one now to plan to be there. We will have the best program that can be arranged and assure a good time and a profitable time to each one that will come. Yours fraternally,

MRS. J. R. CRITTENDEN, S.-T.

THE accompanying photograph is that of Mr. J. T. Flavin, recently appointed master mechanic of the New York Central west of Toledo.

The members of Div. 354 have been

associated with Mr. Flavin for the past 28 years, he rising from a machinist in the Kankakee shops to foreman, general foreman, master mechanic of the C. I. & S. division, then to master mechanic of the C. I. & S. and Danville divisions and Indiana Harbor Belt Line, and lastly this rise to master mechanic of the New York Central west of Toledo.

These rises above speak for themselves as to his ability and the satisfaction he has given the company. Still the men



J. T. Flavin, M. M. N. Y. C. Ry.

have always found him ready to meet them more than half way in all dealings they have had with him and hope that all Brothers who have occasion to co-operate with him will give him their hearty support, for we, the Brothers of Div. 354, feel they will find him willing to do his part and more to adjust all grievances if the men try to do their part.

The Brothers of Div. 354 hope to see Mr. Flavin continue to rise higher still and extend congratulations and best wishes to him.

Yours fraternally,  
J. F. DONAR, S.-T. Div. 354.

#### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to

the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of James Feehey, who when last heard of was in Newark, N. J., will confer a favor by corresponding with W. W. Carey, 153 Union street, Newark, N. J.

A. E. Schultz, a conductor employed on the Illinois Central Railroad, has information of great importance to Mr. Wm. Twambley, an engineer formerly located in the state of Maine. Anyone knowing his whereabouts will confer a favor by corresponding with A. E. Schultz, 6225 Blackstone avenue, Chicago, Ill.

#### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Waycross, Ga., April 29, tuberculosis, Bro. J. F. More, member of Div. 1.

Jackson, Mich., April 23, uremia, Bro. Julius Paine, member of Div. 2.

Napoleon, O., April 22, complication of diseases, Bro. J. Zink, member of Div. 4.

Sawtell, Cal., April 29, cancer, Bro. J. E. Mulligan, member of Div. 5.

Chicago, Ill., Feb. 7, heart failure, Bro. B. K. Dillon, member of Div. 10.

Chicago, Ill., April 23, stomach trouble, Bro. W. A. Bell, member of Div. 27.

Bellaire, O., April 15, obstruction of bowels, Bro. Edward Cook, member of Div. 36.

New Albany, Ind., April 21, diabetes, Bro. Henry Oleslager, member of Div. 39.

Corning, N. Y., May 4, pneumonia, Bro. M. Mercerean, member of Div. 47.

Salamanca, N. Y., April 29, heart disease, Bro. Wm. Bartlett, member of Div. 47.

Newark, N. J., April 22, cancer, Bro. Geo. Conroy, member of Div. 53.

So. Amboy, N. J., April 13, paresis, Bro. Chas. Cozzens, member of Div. 53.

Newton Jct., N. H., May 1, hardening of arteries, Bro. L. Marshall, member of Div. 61.

Winthrop, Mass., April 25, cancer, Bro. J. H. Howard, member of Div. 61.

Philadelphia, Pa., April 17, hardening of arteries, Bro. Peter Williams, member of Div. 71.

Reading, Pa., April 25, cerebral hemorrhage, Bro. Harry C. King, member of Div. 75.

Stamford, Conn., April 27, operation, Bro. Solomon Close, member of Div. 77.

New Haven, Conn., May 4, shock and other ailments, Bro. H. E. Hopkins, member of Div. 77.

Springfield, Mo., Jan. 2, aoplexy, Bro. T. B. McLean, member of Div. 83.

Marquette, Mich., April 26, cancer, Bro. Jas. Ahern, member of Div. 94.

Baltimore, Md., May 2, paralysis, Bro. B. S. McNeal, member of Div. 97.

- Lincoln, Neb., Feb. 27, apoplexy, Bro. C. F. Patterson, member of Div. 98.
- Denver, Colo., April 20, pulmonary tuberculosis, Bro. D. E. Dutton, member of Div. 98.
- Lancaster, Pa., May 11, shot, Bro. Wm. Boeler, member of Div. 104.
- St. Joseph, Mo., April 28, Bright's disease, Bro. W. H. Wallace, member of Div. 107.
- St. Joseph, Mo., April 17, scalded, Bro. T. A. Caulfield, member of Div. 107.
- Philadelphia, Pa., April 5, hardening of arteries, Bro. G. Diabrow, member of Div. 109.
- Philadelphia, Pa., April 11, engine turned over, Bro. J. P. McWilliams, member of Div. 109.
- New York City, May 12, carbuncle, Bro. A. Buchanan, member of Div. 145.
- Beaver Falls, Pa., April 29, old age, Bro. Joseph Whittle, member of Div. 148.
- Kenwood, Iowa, May 6, paralysis, Bro. Moses E. Sipher, member of Div. 159.
- Phillipsburg, N. J., May 3, complication of diseases, Bro. John Myers, member of Div. 171.
- Elroy, Wis., April 18, pneumonia, Bro. James Hecox, member of Div. 176.
- Parsons, Kansas, April 13, valvular leakage of heart, Bro. F. A. Woodward, member of Div. 179.
- Minneapolis, Minn., April 12, kidney trouble, Bro. S. S. Elliott, member of Div. 180.
- Yuma, Ariz., April 10, paresis, Bro. Frank C. Martinez, member of Div. 197.
- Mont Joli, Que., April 21, tuberculosis, Bro. Ed. Branlien, member of Div. 204.
- Albany, Ga., March 28, suicide, Bro. W. D. Sandwich, member of Div. 210.
- Huron, S. D., April 7, epilepsy, Bro. John H. Sutphen, member of Div. 218.
- Pocatello, Idaho, Jan. 13, pneumonia, Bro. Marion W. Snyder, member of Div. 228.
- Corning, N. Y., April 26, pleuritis, Bro. Joe Boyle, member of Div. 244.
- Trinidad, Colo., May 4, killed, Bro. Chas. Brunner, member of Div. 251.
- Wilkes Barre, Pa., Feb. 11, kidney trouble, Bro. Michael Carrigan, member of Div. 263.
- Lone Pine, Neb., April 19, Bro. W. A. McMonagle, member of Div. 268.
- Argenta, Ark., April 2, heart failure, Bro. J. W. Scott, member of Div. 273.
- Cornwall on Hudson, April 6, heart trouble, Bro. Valentine Powell, member of Div. 292.
- Ben Avon, Pa., April 19, Bro. Frank Johnston, member of Div. 298.
- Fall River, Mass., April 6, chronic Bright's disease, Bro. Samuel Parker, member of Div. 312.
- Warrenton, Va., May 7, Bright's disease, Bro. Jos. S. Maxheimer, member of Div. 317.
- Richmond, Va., April 13, apoplexy, Bro. Jas. F. Walsh, member of Div. 318.
- Cleveland, O., April 20, cancer, Bro. E. B. McShane, member of Div. 318.
- Osawatomie, Kan., Jan. 20, killed, Bro. Geo. Punshon, member of Div. 336.
- Charleston, S. C., Jan. 4, hemorrhage of lungs, Bro. G. F. Heidt, member of Div. 340.
- Olean, N. Y., April 28, bowel trouble, Bro. David Jones, member of Div. 345.
- Waverly, N. Y., April 24, cancer, Bro. Patrick McDonald, member of Div. 380.
- Buffalo, N. Y., April 30, fractured skull, Bro. Adolph G. Nitsche, member of Div. 382.
- Needles, Cal., Feb. 3, pernicious anemia, Bro. Edwin, Eliason, member of Div. 383.
- Camden, N. J., April 8, pneumonia, Bro. Thos. W. Smith, member of Div. 387.
- Duluth, Minn., March 24, cancer, Bro. G. H. Craig, member of Div. 396.
- Janeville, Wis., Feb. 17, pneumonia, Bro. J. Walsh, member of Div. 406.
- Milwaukee, Wis., April 12, myocarditis, Bro. Wm. H. Schlesser, member of Div. 406.
- Hamburg, N. Y., April 27, paralysis, Bro. Edward C. Heiser, member of Div. 421.
- Ludlow, Colo., April 15, pneumonia, Bro. Peter Howard, member of Div. 430.
- Framingham, Man., Can., April 28, Bright's disease, Bro. F. A. Childs, member of Div. 439.
- Bellevue, O., April 21, uremic poisoning, Bro. John Wolf, member of Div. 447.
- Savannah, Ga., March 24, heart failure, Bro. R. L. Fears, member of Div. 449.
- St. Louis, Mo., April 3, Bright's disease, Bro. E. E. Edwards, member of Div. 460.
- Trenton, Mo., April 29, heart failure, Bro. R. Small, member of Div. 471.
- Joliet, Ill., April 12, injuries received in wreck, Bro. Thos. C. Miller, member of Div. 478.
- Middletown, O., May 3, arterio sclerosis and paralysis, Bro. F. W. Sellars, member of Div. 480.
- Gary, Ind., April 1, injuries received in accident, Bro. S. J. Holland, member of Div. 520.
- Stuart, Iowa, April 20, Bright's disease, Bro. J. M. Johnston, member of Div. 525.
- Belle Plain, Iowa, April 19, cancer, Bro. F. H. Emerrick, member of Div. 526.
- Greensburg, Ind., March 24, cancer, Bro. Silas O. Gaynor, member of Div. 546.
- Coquitlam, B. C., April 23, heart disease, Bro. W. H. Wadland, member of Div. 562.
- Youngstown, O., April 22, pneumonia, Bro. Arthur Came, member of Div. 565.
- Greenville, Texas, March 27, appendicitis, Bro. C. L. Webb, member of Div. 573.
- Graham, Va., Feb. 14, heart disease, Bro. C. E. Collins, member of Div. 584.
- New York City, May 6, electric burns, Bro. Abner F. Jordan, member of Div. 589.
- New York City, April 26, cancer, Bro. John A. Paradise, member of Div. 589.
- New York City, April 20, apoplexy, Bro. A. D. Russell, member of Div. 589.
- Indianapolis, Ind., April 2, softening of brain, Bro. J. H. Fritz, member of Div. 590.
- Freedom, Pa., April 17, diabetes, Bro. C. G. Graebing, member of Div. 590.
- Desoto, Mo., March 1, heart failure, Bro. N. H. Carle, member of Div. 595.
- Barnegat, N. J., April 24, heart failure, Bro. W. L. Nivison, member of Div. 608.
- Paducah, Ky., April 22, complication of diseases, Bro. W. E. Spence, member of Div. 610.
- De Ridder, La., March 30, engine turned over, Bro. B. B. Griffin, member of Div. 636.
- Buffalo, N. Y., Jan. 5, operation, Bro. F. H. Goodenough, member of Div. 659.
- Aurora, Ore., April 2, Bro. J. P. Campbell, member of Div. 677.
- Chicago, Ill., May 8, cirrhosis of liver and dropsy, Bro. Rudolph H. Meyer, member of Div. 683.
- Jeffersonville, Ind., April 22, Bro. C. M. Ruddell, member of Div. 712.
- Corpus Christi, Texas, April 18, acute gastritis, Bro. C. B. Chace, member of Div. 731.
- Tyler, Texas, Jan. 15, paralysis, Bro. Sam Myers, member of Div. 857.
- Altoona, Pa., April 3, Mrs. E. D. Rouzer, wife of Bro. E. D. Rouzer, member of Div. 730.
- Altoona, Pa., March 19, Mrs. Bridget Snyder, widow of Bro. C. N. Snyder, member of Div. 730.



Cleveland, Ohio, April, Mrs. Frank Coughanour, wife of Bro. Frank Coughanour, member of Div. 745.

Edgewater, Ala., April 28, Mrs. G. P. Haran, wife of Bro. G. P. Haran, member of Div. 834.

Peoria, Ill, May 8, Mrs. Wm. P. Railback, wife of Bro. Wm. P. Railback, member of Div. 417.

New Brunswick, Sask., April 22, Mrs. Chas. S. McCarthy, member of Div. 162.

Jackson, Ky., May 5, Wm. Hoskins, father of Bro. J. B. Hoskins, member of Div. 823.

Lawrence, Mass., March 30, suffocated in destruction of home by fire, Mrs. A. A. Currier and daughter, sister and niece of Bro. H. E. Wills, Asst. G. C. E., member of Div. 125.

Boston, Mass., April 17, old age, Bro. Walter E. White, aged 81, member of Div. 61.

Brother White was the last, but one, of the twenty organizers of Div. 61, on Jan. 6, 1865, making 51 years of consistent loyal membership in the B. of L. E., when he was presented with the badge as an Honorary Member of the G. I. D. His unyielding interest in the Order was manifest when he said, "I am proud of this honor; tell the boys I will always be a Brotherhood man in this world and world to come." Thus ends an exemplary life, honorable in his fellowship and in all things. The organizers in the 60's are fast fading away.—EDITOR.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 30—C. H. Bassett, from Div. 767.
- 49—P. J. Schneider, from Div. 343.
- 74—O. C. Burg, from Div. 668.
- 87—Joseph Lachance, from Div. 418.
- 92—Fred Quick, from Div. 315.
- 161—H. C. Cain, from Div. 383.
- P. W. O'Donnell, from Div. 713.
- 169—Arthur C. Iverson, from Div. 288.
- 192—R. A. Hankamer, from Div. 566.
- 196—C. M. Baggerly, from Div. 438.
- 198—John L. Billingsley, from Div. 210.
- 206—E. L. Marshall, from Div. 139.
- 259—Wesley Fritchman, from Div. 376.
- 260—Ed. R. Dickson, from Div. 183.
- 261—E. B. Johnson, from Div. 346.
- 265—R. C. Wyson, from Div. 759.
- 276—S. F. Lingfelter, from Div. 166.
- 283—S. E. Miller, from Div. 286.
- 339—A. R. Brothers, C. V. Yarrowrough, from Div. 435.
- 375—H. D. McKaughan, from Div. 759.
- 383—A. R. Forbes, Harry Pixton, from Div. 739.
- 396—Jas. E. Fisher, from Div. 801.
- 406—Robert F. Jackson, from Div. 772.
- 415—H. L. Criss, F. S. Smyth, Thos. Quinton, from Div. 110.
- 471—J. H. Kennedy, from Div. 764.
- 478—Timothy Sullivan, Frank Hall, from Div. 520.
- 507—M. L. Stephenson, from Div. 8.
- 510—A. C. Sponsler, from Div. 828.
- 552—W. L. Hayden, from Div. 463.
- 558—J. H. O'Brien, from Div. 588.
- Frank A. Nason, from Div. 440.
- John Couillard, from Div. 308.
- E. Barros, Edmund Rioux, Joseph Lettelier, Dan. W. Davis, Anthony Sturton, from Div. 753.
- 591—F. R. Eschwing, W. C. Wack, from Div. 748.
- 600—E. K. Thompson, Geo. H. Sullivan, John O'Hearn, C. A. Black, Ralph Graft, from Div. 146.
- 654—W. S. Bryant, from Div. 308.
- 659—Martin Scott, from Div. 544.
- 709—W. E. Patten, from Div. 68.
- 715—F. W. Holland, from Div. 749.
- 764—E. W. Kyle, from Div. 510.

#### Into Division—

- 776—J. W. Lake, J. H. Steinhoff, from Div. 636.
- 784—W. R. Aiken, from Div. 232.
- 796—H. F. Burnett, from Div. 210.
- 796—A. C. Weaver, from Div. 843.
- J. D. McSwain, from Div. 664.
- 801—Scott Smith, from Div. 372.
- 810—F. E. Mills, from Div. 398.
- 813—E. B. Van Akin, from Div. 525.
- 817—Thos. Retallick, from Div. 715.
- 844—Ralph Guile, from Div. 206.
- 845—Judson J. Bloom, from Div. 171.
- 854—H. Mabey, from Div. 715.
- 862—Jas. McBride, from Div. 498.
- Jas. Dooner, from Div. 753.
- Josiah Goodings, from Div. 308.
- R. J. Lister, from Div. 240.
- J. M. Penny, Alfred J. Nagle, from Div. 168.
- 863—W. G. Broom, from Div. 206.
- 864—P. A. Brame, J. P. Brown, D. M. Baker, M. J. Donaldson, J. G. Frizzell, E. F. Faust, C. P. Gage, F. Hardisty, B. A. Hornbeck, H. H. Jentz, H. Kelly, G. P. Lackey, M. J. Morgan, A. R. Mayes, L. Nichols, W. B. Preston, H. W. Pentzer, D. R. Robertson, C. H. Snyder, from Div. 796.

### WITHDRAWALS

#### From Division—

- 94—Edward C. Watson.
- 188—Jas. Johnston.
- 199—W. D. Lee.
- 206—John May.
- 238—E. J. McFarland.
- 315—R. R. Porterfield.
- 320—F. G. Flesher.

#### From Division—

- 391—Dan Daly.
- 520—R. E. Bowyer.
- 525—F. Hayward.
- 536—Arthur S. Erdman.
- 546—S. V. Bevington.
- 611—R. H. Williams.
- 678—C. S. David.

### REINSTATEMENTS

#### Into Division—

- 37—M. C. Moore.
- 60—J. W. Lucas.
- 75—David S. Grube.
- 153—Oliver Owens, E. S. Elam.
- 171—J. J. Bloom.
- 183—E. P. Baker.
- 198—Joseph E. Fellows.
- Wm. Benard Nie.
- 206—H. W. Miller.
- 236—A. J. Woemer.
- 237—John F. Conrad.
- 265—C. H. Faulkner.
- 280—Jas. P. Patterson.
- 315—Fred Quick.
- 319—Wm. Sommers, W. Poertner.
- 362—Jas. Y. Walnum.
- 375—W. B. Hayden.
- 382—J. P. Birmingham.
- 383—Harry C. Cain.
- 398—F. E. Mills.
- 400—M. D. Chamberlain.
- 409—W. F. Carpenter.
- 422—D. D. Trachsel.
- 423—J. W. Clark, C. H. Smith.
- 424—M. L. Wickes.
- 432—M. T. Fulghum.

#### Into Division—

- 437—I. F. Haddix.
- 438—J. B. G'Sell.
- 439—M. J. McCarthy.
- 447—P. E. Sliter.
- 463—L. P. Parrott.
- 464—Roy Hilderbrand, Harry Baird.
- 477—L. M. Scott.
- 520—W. A. Plummer.
- 544—Martin Scott.
- 566—R. A. Hankamer.
- 577—R. E. Bishop.
- 601—David Donnelly.
- 606—W. T. Franklin.
- 634—Clyde Anderson.
- 639—R. L. Huggard.
- 682—Harry Packett.
- 683—J. J. Neville, Wm. Mahor.
- 713—W. A. Connolly.
- 757—J. L. Navin.
- 807—J. B. Welton.
- 824—H. L. Hankenberry.
- 827—Oscar Rice.
- 828—J. T. Huntley.
- 832—W. H. South.
- 854—A. W. Hockin.
- 858—N. F. Yarrowrough.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 156—H. H. Parker.
- P. R. Bosworth.
- 170—Emmett McKenzie.
- 265—John W. Lucas, M. M. Thomas, L. W. Landrum.
- 296—J. S. Bricker.
- 381—Frank B. White.
- 409—A. A. Haas.
- 421—W. W. Thomas.

#### From Division—

- 583—F. Atchison.
- 665—H. P. Young.
- 700—Lee Smith.
- 707—Adam Miller, Wm. H. Hathaway, Thos. Treverton.
- 769—Jas. D. Gresham.
- 773—C. W. Young.
- 818—Jas. V. Manning.

## FOR OTHER CAUSES

*From Division—*

- 33—F. E. Davis, violating obligation.  
 39—E. E. Hooper, Wm. R. Murph, non-payment of insurance.  
 61—J. W. Leavitt, violation Sec. 52, Statutes.  
 76—J. R. Sloan, non-payment of insurance.  
 97—O. W. Crismond, G. N. Jenkins, forfeiting insurance.  
 129—J. A. Ballentine, violation Sec. 52, Statutes.  
 190—R. D. Damron, forfeiting insurance.  
 200—Grover Patterson, non-payment of insurance.  
 209—W. T. O'Dell, not corresponding with Division.  
 236—M. P. Wilkes, violation of obligation.  
 255—C. C. Sells, non-payment of insurance.  
 265—Claude Vann, forfeiting insurance and not corresponding with Division.  
 296—H. J. Trintner, non-payment of insurance.  
 301—C. O. Broyles, forfeiting insurance.  
 318—L. M. Kerr, violation of obligation and unbecoming conduct.  
 323—H. K. Norwood, J. W. Guill, non-payment of insurance.  
 395—J. R. McDonough, non-payment of insurance.  
 445—C. G. Brocchus, violation Sec. 53, Statutes.  
 497—M. P. Burke, W. A. Lammertz, L. W. Schor, M. F. Slacum, V. R. Tower, A. Davis, violation of obligation.

*From Division—*

- 507—A. A. Fryer, non-payment of insurance.  
 546—J. W. Haney, E. C. Woolums, forfeiting insurance.  
 593—J. H. Connell, non-payment of G. C. of A. dues and Legislative Board Assessments.  
 600—J. C. Carberry, non-payment of dues and assessments.  
 640—D. T. Brooks, forfeiting insurance.  
 656—Geo. H. Norton, forfeiting insurance.  
 675—J. L. Johnston, non-payment of dues and insurance.  
 706—W. M. Emerson, non-payment of dues and assessments.  
 H. D. Hale, violation Sec. 56, Statutes.  
 713—Z. R. Epling, L. M. Fisher, forfeiting insurance.  
 739—J. P. Shomate, forfeiting insurance.  
 748—J. D. Richardson, forfeiting insurance.  
 753—F. Goudrean, not corresponding with Division and non-payment of Grand Dues.  
 840—J. W. Healey, forfeiting insurance.

The expulsion of Bro. T. V. Miles from Div. 34, which appeared in the May JOURNAL, was an error in reporting to Grand Office. Brother Miles is a member in good standing in Div. 34.

J. T. BOOTH, S.-T. Div. 34.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

### CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

#### OLD ADDRESS.

Postoffice.....State.....

 Be Sure and Give Old Address and Division Number.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

### Official Notice of Assessments 175-179

#### SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, June 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
94	H. C. Mayhall...	32	489	Oct. 17, 1914	Apr. 6, 1916	Tuberculosis.....	\$1500	Mary A. Mayhall, m.
95	R. Winterstien...	61	403	Dec. 28, 1892	Apr. 12, 1916	Dropsy.....	1500	Jane Winterstien, w.
96	Wm. McCrevey.....	52	512	Aug. 2, 1903	Mar. 31, 1916	Killed.....	3000	Jennie McCrevey, w.
97	C. W. Cozzens.....	65	53	Jan. 17, 1895	Apr. 11, 1916	Locomotor ataxia.....	1500	Anna W. Cozzens, w.
98	Theo. W. Lewis.....	56	192	Oct. 4, 1905	Nov. 16, 1915	Murdered.....	3000	Guada' p'w. Lewis, w.
99	Claude Ayers.....	61	574	July 26, 1892	Sept. 29, 1915	Dropsy.....	3000	Wife and children.
100	John Murphy.....	58	55	Sept. 24, 1907	Apr. 6, 1916	Intestinal obstruct'n.....	1500	Children.
101	E. C. Fordesh.....	52	196	June 20, 1894	Apr. 2, 1916	Apoplexy.....	3000	Katie Fordesh, w.
102	J. B. Canfield.....	73	175	Nov. 25, 1879	Apr. 19, 1916	Cirrhosis of liver.....	3000	Mary A. Canfield, w.
103	Thos. C. Miller.....	61	478	Oct. 19, 1896	Apr. 12, 1916	Killed.....	1500	Wife and children.
104	Peter Howard.....	44	430	Sept. 5, 1904	Apr. 15, 1916	Pneumonia.....	1500	Daisy E. Howard, w.
105	W. Haley.....	51	715	Jan. 10, 1908	Mar. 12, 1916	Carcinoma.....	1500	Margaret Haley, m.
106	Frank Johnston.....	64	293	Dec. 11, 1891	Apr. 19, 1916	Diabetes.....	1500	Mary Johnston, w.
107	Jas. Hecox.....	80	176	Jan. 1, 1868	Apr. 18, 1916	Pneumonia.....	3000	Maria L. Brazee, s.
108	Arthur Came.....	36	565	Jan. 15, 1910	Apr. 22, 1916	Pneumonia.....	1500	Nellie A. Came, w.
109	A. C. Stewart.....	45	628	Feb. 1, 1903	Apr. 14, 1916	Locomotor ataxia.....	750	Anna R. Stewart, w.
110	Frank H. Emrich.....	59	526	April 5, 1905	Apr. 19, 1916	Carcinoma of lung.....	1500	Carrie Emrich, w.
111	Geo. H. Chandler.....	65	191	Feb. 12, 1890	Apr. 13, 1916	Nephritis.....	1500	Jennie Chandler, w.
112	Peter Williams.....	47	71	Nov. 26, 1905	Apr. 17, 1916	Nephritis.....	1500	Lydia H. Williams, w.
113	B. B. Griffin.....	47	636	Oct. 8, 1891	Mar. 30, 1916	Killed.....	1500	Fannie Griffin, w.
114	Wm. A. Bell.....	54	27	Oct. 15, 1883	Apr. 23, 1916	Endocarditis.....	1500	Jennie Bell, w.
115	J. V. Piper.....	55	625	Feb. 3, 1892	Mar. 28, 1916	Tuberculosis.....	1500	Susan Piper, w.
116	J. W. Phillips.....	49	85	Apr. 28, 1902	Apr. 12, 1916	Chronic ulcerat'n th't.....	750	Ella Phillips, w.
117	Ed Cook.....	73	36	June 25, 1891	Apr. 15, 1916	Intestinal obstruct'n.....	1500	Mary Cook, w.
118	Manson Townsley.....	45	100	Jan. 5, 1913	Apr. 5, 1916	Pneumonia.....	1500	Lula F. Townsley, w.
119	John Zink.....	72	4	June 15, 1892	Apr. 22, 1916	Pneumonia.....	1500	Mary E. Zink, w.
120	Jno. A. Paradise.....	67	589	Dec. 6, 1892	Apr. 26, 1916	Cancer.....	1500	Annie Paradise, w.
121	A. D. Russell.....	67	589	Jan. 7, 1893	Apr. 20, 1916	Apoplexy.....	3000	Ida J. Russell, w.
122	John Wolf.....	65	447	Apr. 23, 1887	Apr. 21, 1916	Uraemic poisoning.....	3000	Augusta Wolf, w.
123	Chas. M. Ruddell.....	52	412	Apr. 19, 1907	Apr. 22, 1916	Pyonephrosis.....	3000	Estelle C. Ruddell, w.
124	Frank A. Childs.....	45	459	Aug. 25, 1907	Apr. 23, 1916	Nephritis.....	1500	Charibel Childs, m.
125	Edward Beaulieu.....	53	204	May 19, 1907	Apr. 21, 1916	Tuberculosis.....	1500	Emilie T. Beaulieu, w.
126	David Jones.....	77	345	Mar. 1, 1888	Apr. 28, 1916	Enteritis.....	3000	Mary E. Jones, w.
127	Thos. A. Caulfield.....	31	107	Mar. 13, 1910	Apr. 17, 1916	Killed.....	1500	Mary E. C. Caulfield, w.
128	Geo. E. Brown.....	40	88	Apr. 3, 1907	Apr. 14, 1916	Killed.....	1500	Cora M. Brown, w.
129	J. A. Dowell.....	35	617	Mar. 15, 1914	Mar. 29, 1916	Killed.....	1500	Rosetta Dowell, w.
130	D. E. Dutton.....	44	98	Nov. 19, 1906	Apr. 25, 1916	Tuberculosis.....	1500	Edna Dutton, w.
131	Joseph Boyle.....	71	244	Dec. 11, 1886	Apr. 25, 1916	Tuberculosis.....	3000	Johanna Boyle, w.
132	Patrick McDonald.....	54	380	Apr. 12, 1903	Apr. 24, 1916	Cancer of tongue.....	1500	Ellen H. McDonald, w.
133	Julius W. Paine.....	40	2	Sept. 17, 1906	Apr. 23, 1916	Uremia.....	1500	Helen Paine, w.
134	John H. Fritz.....	41	590	May 17, 1904	Apr. 2, 1916	Paresis.....	1500	Mary N. Fritz, w.
135	Carl G. Graebing.....	36	590	Dec. 18, 1906	Apr. 17, 1916	Diabetes.....	1500	Mary E. Graebing, m.
136	Robert Small.....	70	471	Nov. 27, 1875	Apr. 29, 1916	Heart disease.....	3000	Margaret Small, w.
137	Harry C. King.....	33	75	Oct. 20, 1912	Apr. 25, 1916	Cerebral hemorrhage.....	1500	Hannah King, m.
138	A. G. Nitsche.....	37	382	Nov. 10, 1910	Apr. 30, 1916	Killed.....	1500	Anna Nitsche, w.
139	J. F. Walsh.....	59	318	Mar. 27, 1887	Apr. 13, 1916	Cerebral hemorrhage.....	4500	Mary M. Walsh, w.
140	Chas. G. Loope.....	71	117	Sept. 30, 1890	Feb. 16, 1916	Cerebral hemorrhage.....	4500	Daughter-son-in-law
141	Henry Oleslager.....	61	39	July 1, 1895	Apr. 21, 1916	Diabetes.....	3000	Cath'ne Oleslager, w.
142	Geo. R. Conroy.....	57	63	Dec. 14, 1892	Apr. 22, 1916	Cancer of stomach.....	1500	Frank A. Sterling, c.
143	W. E. Spence.....	59	610	June 24, 1901	Apr. 22, 1916	Nephritis.....	3000	Genevieve Spence, w.
144	Frank W. Beaird.....	51	286	June 25, 1900	Apr. 24, 1916	Killed.....	3000	Kittie E. Beaird, w.
145	J. L. Whitla.....	76	148	Aug. 13, 1887	Apr. 29, 1916	Organic heart disease.....	3000	Rebecca L. Whitla, w.
146	W. W. Bartlett.....	84	47	Nov. 4, 1882	Apr. 29, 1916	Heart disease.....	3000	Wife and son.
147	F. A. Woodward.....	49	179	Apr. 18, 1900	Apr. 13, 1916	Acute dilatation heart.....	1500	Sarah E. Woodward, w.
148	H. E. Hopkins.....	68	77	Jan. 3, 1887	May 4, 1916	Angina pectoris.....	4500	Charl'te A. Hopkins, w.
149	W. L. Nivison.....	65	608	Nov. 23, 1889	Apr. 24, 1916	Angina pectoris.....	1500	Daughters.
150	William Crisler.....	32	713	Apr. 16, 1913	Mar. 18, 1916	Paresis.....	1500	Eva G. Crisler, w.
151	Jas. Ahern.....	60	94	Feb. 4, 1900	Apr. 26, 1916	Cancer of groin.....	3000	Mary Ahern, w.
152	John Myers.....	63	171	Mar. 20, 1896	May 3, 1916	Acute nephritis.....	3000	Lizzie Myers, w.
153	F. W. Sellers.....	59	480	Jan. 7, 1891	May 3, 1916	Arterio sclerosis.....	1500	Eliza Sellers, w.
154	M. E. Sipher.....	67	159	May 25, 1887	May 6, 1916	Softening of brain.....	1500	Winnie Sipher, w.
155	R. H. Meyer.....	35	683	May 25, 1913	May 8, 1916	Nephritis.....	3000	Ellen E. Meyer, w.
156	Frank N. Shields.....	66	141	Mar. 10, 1893	May 9, 1916	Arterio sclerosis.....	3000	Emma G. Shields, w.
157	W. A. Beardsley.....	34	768	May 15, 1900	Apr. 17, 1915	Blind right eye.....	3000	Self.
158	D. W. Higgins.....	56	431	Apr. 4, 1891	Apr. 14, 1915	Blind right eye.....	1500	Self.
159	C. S. Godfrey.....	32	632	Aug. 9, 1914	Apr. 20, 1916	Pyæmia.....	3000	Ella Godfrey, w.
160	Max Mercereau.....	70	47	Aug. 12, 1893	May 3, 1916	Pneumonia.....	1500	Belle Mercereau, w.
161	Chas. Brunner.....	39	251	Feb. 12, 1907	May 4, 1916	Killed.....	3000	Maria R. Brunner, w.
162	William Bosler.....	59	104	Apr. 16, 1899	May 11, 1916	Gunshot wound.....	1500	Hattie C. Bosler, w.
163	Charles Crappy.....	43	168	Oct. 5, 1902	Mar. 29, 1916	Locomotor ataxia.....	3000	Daughters.
164	T. F. Mallady.....	51	53	May 12, 1912	Apr. 1, 1916	Cerebral apoplexy.....	1500	Sons and daughter.
165	F. C. Martinez.....	38	197	Nov. 4, 1912	Apr. 10, 1916	Paresis.....	4500	Mrs. L. Alexander, s.
166	C. J. Troy.....	35	705	April 4, 1909	Apr. 10, 1916	Drowned.....	1500	Kathrine Troy, m.
167	E. B. McShane.....	47	318	Jan. 31, 1904	Apr. 23, 1916	Cancer of liver.....	3000	F. R. McShane, b.
168	John F. More.....	71	1	Sept. 8, 1888	Apr. 29, 1916	Pulmonary hemor'ge.....	1500	Lorency E. More, w.
169	Timothy Scanlon.....	41	624	July 27, 1914	Apr. 30, 1916	Pyæmia.....	1500	Timothy D. Scanlon, s.
170	C. H. Jamison.....	61	342	Apr. 16, 1902	May 2, 1916	Right hand amput'd.....	1500	Self.
171	H. L. Roth.....	67	250	Nov. 15, 1887	May 5, 1916	Cancer of bowels.....	3000	Ella C. Roth, w.
172	A. F. Jordan.....	41	589	July 22, 1906	May 6, 1916	Killed.....	1500	Wife and mother.
173	M.S. Vandermarck.....	50	516	Feb. 20, 1910	May 10, 1916	Abscess of lungs.....	1500	Children.
174	J. W. Cain.....	63	48	May 24, 1900	May 10, 1916	Arterio sclerosis.....	1500	Sarah M. Cain, w.
175	Thos. R. Wiggins.....	44	431	Aug. 10, 1904	May 13, 1916	Drowned.....	3000	Agnes Wiggins, w.
176	Thos. Collins.....	48	560	Jan. 23, 1893	May 14, 1916	Acute dilata'n of h't.....	1500	Mary Collins, w.
177	Richard Grant.....	42	29	Apr. 16, 1913	May 14, 1916	Oedema of throat.....	1500	Daisy Grant, w.
178	Thos. F. Smith.....	42	815	June 17, 1904	May 14, 1916	Tuberculosis.....	1500	Jennie Smith, w.
179	Asa Crane.....	43	54	Jan. 13, 1903	May 15, 1916	Cerebral hemorrhage.....	3000	Inez Crane, w.

Total number of death claims

83 / 86

Total number of disability claims

3

Total amount of claims, \$183,000.00

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## Financial Statement

## MORTUARY FUND FOR APRIL

CLEVELAND, O., May 1, 1916.

Balance on hand April 1, 1916.....		\$101,026 33
Received by assessments 971-74 and back assessments.....	\$160,132 68	
Received from members carried by the Association.....	2,858 30	
Interest for April.....	347 54	
	<u>\$163,338 52</u>	<u>\$163,338 52</u>
Total.....		\$264,364 85
Paid in claims.....		192,961 17
Balance on hand April 30.....		\$ 71,503 68

SPECIAL MORTUARY FUND FOR APRIL		
Balance on hand April 1.....		\$518,221 01
Received in April.....		\$18,519 87
Balance in bank April 30.....		\$536,740 88

EXPENSE FUND FOR APRIL		
Balance on hand April 1.....		\$ 74,098 08
Received from fees.....	\$ 322 38	
Received from 2 per cent.....	3,708 97	
	<u>\$ 4,026 35</u>	<u>4,026 35</u>
Total.....		\$ 78,119 43
Expenses for April.....		2,561 18
Balance on hand April 30.....		\$75,558 25

## Statement of Membership

## FOR APRIL, 1916

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership March 31, 1916.....	1,561	42,601	123	19,721	7	4,509
Applications and reinstatements received during month.....	..	219	..	77	..	15
Totals.....	1,561	42,820	123	19,798	7	4,524
From which deduct policies terminated by death, accident, or otherwise.....	9	137		49		13
Total membership April 30, 1916.....	1,552	42,683	123	19,749	7	4,511
Grand total.....						68,626

## MR. YOU

## BROTHERS:

We have this month mailed to the Insurance Secretary of every Division a pamphlet, with a request to give each member of his Division one. If you have not received your copy, ask for it, as we are very anxious for you to GET AND READ IT.

This little booklet is sent to you with the hope that it will make you fully realize your responsibility as a husband and father, and show you the way to measure up to your full duty as such.

After you have read it, ask the wife and other members of the family to read it, and we feel sure they will co-operate with you to the fullest extent, to enable you to carry enough of our Insurance to leave them free from the fear of poverty if you should be taken away from them.

We particularly call your attention to the cheapness of our Insurance, as compared with this same class of protection, as shown on the two last pages.

Read it without fail; it may hurt some of you; if it does, read it the second time, and then remember:

"Lives of great men all remind us,  
Not in time and tide to trust,  
But INSURING leave behind us  
Something more than debts and dust."

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, sister of our late Brother F. B. Reynolds, of Div. No. 637, Monclova Coah, Mex., amount due \$1500.00.

Mrs. Mary E. Beane, widow of our late Brother E. W. Beane, of Div. No. 840, Peru, Ind., amount due \$1328.43.

Any one knowing the whereabouts of Arthur Hays, one of the heirs of the estate of our late Brother Chas. York, who held membership in Div. No. 339, Riverbank, Cal., please notify Mr. J. M. York, 1605 Fletcher Street, Indianapolis, Ind.

## WEEKLY INDEMNITY CLAIMS PAID MAY 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*203	19	F. S. Padgett, Adv.	\$180 00	*268	630	C. M. Hawley, Adv.	\$210 00
204	762	Dock Vincent.	337 14	269	219	Barney Clark.	\$4 29
205	396	Jas. C. Love.	82 86	270	400	H. W. Hershney	380 00
206	27	Frank P. Monahan.	15 00	271	252	Byron E. Dick.	25 71
207	853	D. D. Trout.	20 00	272	252	C. B. Anderson.	14 29
208	212	L. F. McKay.	111 43	273	471	Thos. Brennenstuhl.	115 71
209	301	E. T. Batchelor.	30 00	274	445	George W. Eddy.	34 29
210	86	Ira T. Kirtley.	36 43	275	539	A. T. Huff.	14 29
211	431	James E. Odey.	48 57	276	98	J. B. Good.	51 43
212	903	A. S. Radford.	117 14	277	4	Clyde S. Walton.	17 14
213	102	Alfred Meinicke.	10 71	278	42	H. E. Walters.	28 57
214	595	C. H. French.	57 14	279	430	A. Monemith.	151 43
215	499	J. W. Sweet.	25 71	280	423	Joe L. Wimberly.	20 00
216	471	T. S. Phillips.	17 14	281	391	James T. Spink.	211 43
217	733	Fred W. Mascher.	42 86	282	562	Thomas Bryant.	30 00
218	536	Eben B. McPherson.	51 43	283	603	J. E. Lester.	242 86
219	262	C. M. Sampson.	45 71	284	392	Harry T. Best.	88 57
220	327	Silas M. Owen.	112 86	285	523	Warren Eagle.	12 86
221	27	Malcom Maurer.	25 71	286	325	W. G. Leaf.	74 29
222	511	John Vaughn.	34 29	287	177	William E. Sandford.	19 29
223	423	J. W. Haire.	54 29	288	192	A. W. Young.	11 43
224	125	John Killeen.	42 86	289	578	D. D. Wall.	64 29
225	28	Dennis Ryan.	97 14	290	568	Timothy Manahan.	20 00
226	495	Ed. Ellison.	1040 00	291	361	W. L. Dodds.	12 86
227	400	W. W. Pfueger.	42 86	292	4	C. C. Robertson.	15 00
228	86	F. G. Keiter.	97 14	293	155	W. J. Reedy.	94 29
229	445	O. B. Willis.	8 57	294	537	F. M. Baldwin.	32 14
230	83	J. C. Du Buque.	40 00	295	646	Frank J. O'Donnell.	25 71
231	820	James S. Groves.	150 00	296	430	Thos. H. Hayes.	54 29
232	507	F. E. Zentner.	42 86	297	234	J. G. McNeill.	20 00
233	402	J. W. Wallace.	74 29	298	644	E. F. Ameter.	14 29
234	273	Thos. Donovan.	20 00	299	232	E. W. La Bonte.	17 14
235	24	W. R. Hays.	40 71	300	190	C. D. Smoot.	60 00
236	457	C. E. Moulton.	79 29	301	511	George A. Day.	120 00
237	203	Michael O'Laughlin.	195 00	302	512	Monroe Siskey.	30 00
238	3	F. W. Hazen.	10 00	303	457	P. J. Murphy.	19 29
239	471	Harry Sugg.	205 71	304	66	T. J. Campion.	34 29
240	336	E. M. Burns.	185 71	305	155	John Welsh.	45 71
241	833	W. W. Crosby.	60 00	306	442	Henry Kenward.	11 43
242	327	G. J. Lowe.	49 29	307	426	John Barkley.	15 00
243	262	E. M. Shoemaker.	62 86	308	633	Edward J. Reinhold.	30 00
244	237	E. W. Kells.	79 29	309	245	Frank M. Daniels.	12 86
245	95	W. E. Zimmermann.	34 29	310	850	Leslie Darling.	27 83
246	609	O. F. Covalt.	137 14	311	473	Henry Goad.	34 29
247	611	Robert Nicholson.	322 86	312	165	F. B. Knoderer.	28 57
248	218	Charles Beatty.	140 00	313	230	A. J. Evans.	62 86
249	436	James E. Sharpe.	25 71	314	562	J. R. Coyne.	32 86
250	177	Fred Snyder.	128 57	315	384	R. J. Wilson.	111 43
251	703	Andy Watson.	257 16	316	620	L. L. Clark.	25 71
252	289	Byron Robinson.	22 86	317	78	T. B. Meals.	25 71
253	93	J. D. Randolph.	220 00	318	150	J. C. Stolt.	40 71
254	107	J. C. Marshall.	10 71	319	309	Wm. H. Porter.	40 00
255	762	Philip N. Jones.	20 00	*821	511	F. E. Kemp, Adv.	30 00
256	511	M. P. Smith.	65 71	*401	16	Henry Mackey, Adv.	95 00
257	200	J. W. McKown.	212 14	*818	210	J. L. Fickling, Adv.	150 00
258	495	J. R. Crowley.	68 57	*949	66	Chas. A. Robinson, Adv.	55 00
259	578	C. E. Paxton.	94 29	*455	177	Chas. H. Reed, Adv.	590 00
260	744	R. P. Hyrup.	40 00	74	69	Charles N. Schuyler, Bal.	34 29
261	471	Earnest L. Stone.	20 00	329	527	Chas. W. Arnold, Bal.	540 00
262	649	A. A. Knight.	17 14	883	498	C. A. Haigler, Bal.	52 86
263	583	S. B. Powers.	60 00	948	332	T. D. Paxton, Bal.	114 29
*264	199	J. A. Davidson, Adv.	100 00	13	190	C. E. Black, Bal.	140 00
*265	248	H. S. Finch, Adv.	40 00	40	155	J. W. Dickson, Bal.	145 00
*266	207	W. A. Hancock, Adv.	235 00	16	428	Robt. H. Sherry, Bal.	145 71
*267	399	Jesse E. Emery, Adv.	280 00				

\$11750 77 \$11750 77

Total number of Weekly Indemnity Claims, 118. \*Number of Advance Payments on Claims, 11.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID MAY 1, 1916.

Claim	Div.	Name	Amt. Paid
171	448	A. P. Meade, left foot amputated.	\$2,000 00
172	478	Thos. C. Miller	1,000 00
			\$3,000 00
			\$3,000 00

\$14,750 77

Total number of Indemnity Death and Disability Claims, 2.

Weekly Indemnity Claims paid from December 1, 1906, to April 1, 1916...  
Indemnity Death and Disability Claims paid from April 1, 1907, to April 1, 1916...

\$773,992 79

296,732 14

\$1,069,724 93

\$1,069,724 93

\$1,084,475 70

## NOTICE TO INDEMNITY POLICYHOLDERS.

The Third Quarterly Premium for 1916 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 30th of June, 1916. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.



# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 50

JULY, 1916

No. 7

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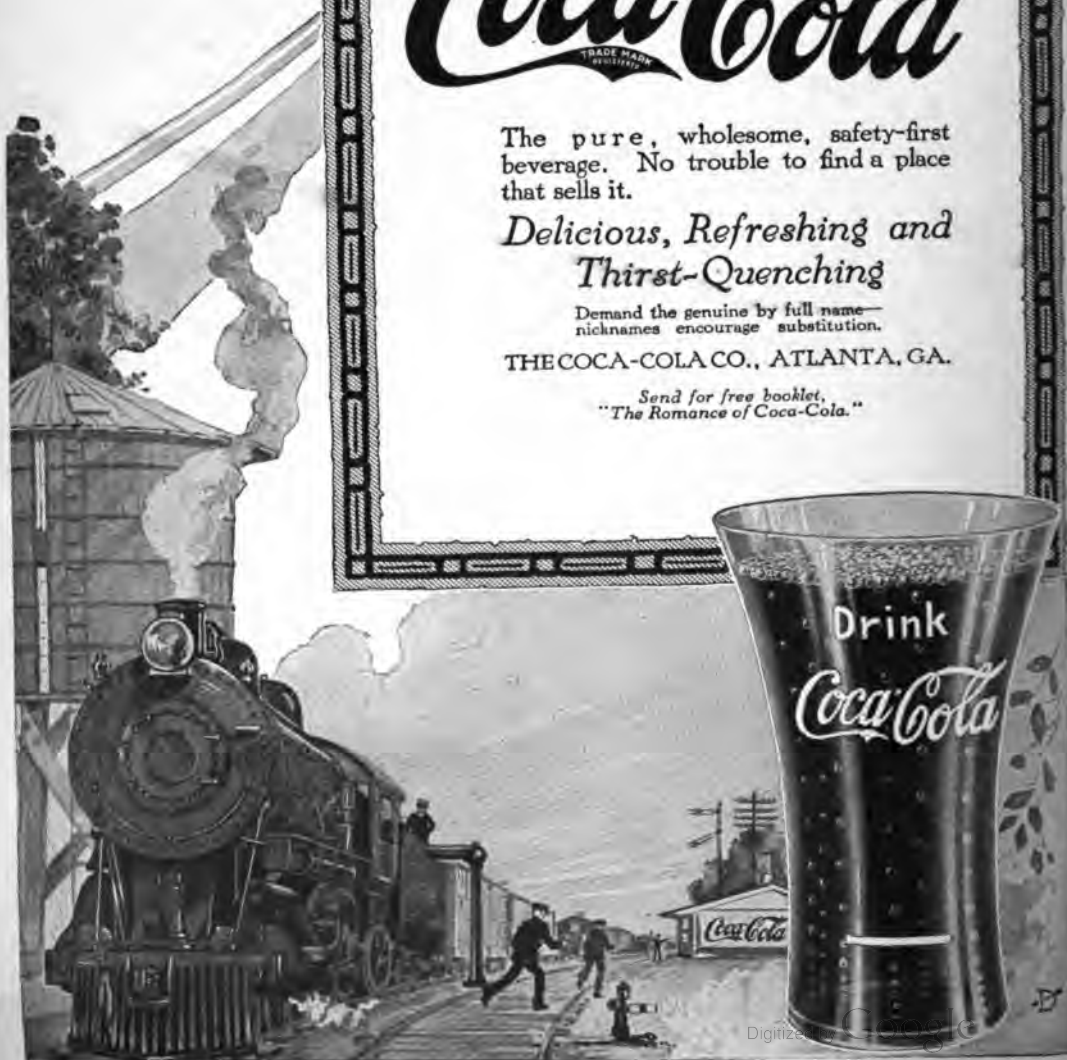
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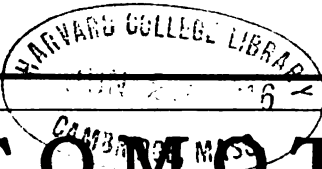
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# LOCOMOTIVE ENGINEERS JOURNAL

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Number 7

## One Eye on Him

BY THOMAS GRANT SPRINGER

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Wilson glared viciously at the cook with murder in his heart and went on sullenly peeling potatoes. The fact that there were social conditions in the lower world into which ill fortune had cast him did not occur to him. He did not know that a dishwasher had no more right to give himself airs than a common seaman had to put himself on the same social footing with a captain.

He was not a dishwasher by choice, but of necessity, his empty stomach having driven him to accept food in recompense for his unskilled labor. The cook was in no wise to blame, for Wilson was a poor dishwasher. The fact that his awkwardness had exasperated the cook almost beyond endurance had not occurred to Wilson.

He did not take into account, as the cook did, the broken crockery, the careless slopping and the colossal awkwardness with which his associate had to contend. Viewed in his own light, the cook was a martyr to his own charity in putting up with Wilson for the three days' inconvenience that had marked what he considered his service.

The cook, as lord of his own dominion, had every right to reprimand an awkward scullion in whatever language he chose, and the fact that that language had been chosen from a vocabulary that was

scarcely conducive to palatable pleasure in an atmosphere of culinary preparation had not occurred to the cook. He was used to bad scullions. Wilson was not used to bad cooks, at any rate not in such intimate relation as he had lately found himself.

Therefore he resented the cook's treatment of him and under the abuse and indignation heaped upon him smouldered a fire against humanity in general, and the cook in particular.

It was small wonder then, as the cook came by and observed that, even with mechanical aid, Wilson was making a huge blunder by his task, he should give vent to his scorn in a personal analysis of Wilson that began with his ancestors, disparaged his present estate and painted in lurid hues his probable eternal future. There was a possibility that even this would not have loosened the floodgates of Wilson's wrath if the discourse had not culminated in the cook's emphasizing his remarks by bringing a frying pan in violent contact with the offender's head.

Wilson arose blind with dirty water and wrath, wiped the one from his eyes and allowed enough of the other to drift out of his optics until they could make out the misty bulk of his tormentor shaking with laughter at the mishap.

He realized that, though he dropped his reason, he still retained the potato peeler, and with an oath hurled it straight at the cook's head. The cook did not have time to dodge completely, owing to the un-



expectedness of the attack and the fact that his bulk was not conducive to swift movement.

Wilson was frozen with horror to see the sharp point of the peeler catch the cook's left eye, gouge it from the socket and carry it away as it sped on, leaving him staring with awful fascination at the yawning red cavity!

Then his horror gave way to terrified activity. Unmindful of his appearance, he rushed madly from the place and was soon running wildly down the alley, the gathering night cloaking his escape with its swift falling shadows.

Coatless, hatless, breathless, he made his way from one darkened section to another until his unconscious feet brought him at length to the outskirts of the railroad yards. The sight of the racing switch engines awoke his numbed senses to one certain fact—he must get out of town!

The red glare of the cook's vacant socket haunted him and bade him flee from retribution. The fact that he had no money and no clothes only added to his desire to put miles between him and the consequences of his deed. All resentment faded from his mind. There was nothing he would not have given to undo what his mad wrath had accomplished. He must go.

Arrest, the hand of the law, was as nothing to his conscience and the red-eyed horror that must ever stare at him with its hideous vacantness. He must find new scenes in which to forget it.

At the edge of the yards he came upon a switch shanty. The door was open, and the coats and hats of the night shift hung upon its dim walls, inviting him to clothe himself for the journey. Wilson slipped quickly in, seized one of each, regardless of size or fit, clothed himself and drifted up the main line.

A freight was just pulling out. He had no idea of its destination: that was no matter, but it was moving, moving away from the scene of his horror. He grasped a door slide as it ran past him, swung in on the rods with the ease of long practice, and soon the whine of the wheels was droning in his ears as the train rocked and swayed along in the

night, bearing him away, away, away. But still he could not shut out the red stare of the sightless socket that seemed to haunt him, a hideous ghost of the living consequences of a mad impulse.

It was this incident more than anything else that put an end to Wilson's vagabondage and humbled his foolish pride until at length he sat before the parental board where the veal had been kept hot for him.

A year, two years passed, and as the dust of each respectable day settled down upon his disreputable past his life as a knight of the road hid itself under the pleasant gray coating and became a dim and dingy memory until all its tawdry details faded into a misty hulk which the kindly ashes of time covered with oblivion.

But one thing stared and glared at him out of the past—the sightless socket that was more of an evil eye than any sorcerer of fable possessed. The material success that awaited him on his homecoming was not bright enough to dim that gruesome memory. The more his fortunes improved the more insistent became its gaze.

No murderer was more persistently haunted by the ghost of his victim than was Wilson by this living spectre. It peered into his privacy, it leered at him when he surrounded himself with society. Always he knew that some living man was carrying about the thing he had killed—that that man was the walking tomb of a darkness that he, Wilson, had created in red wrath.

Love came to him, but could not blind him to the horror of the past. He feared to accept the sweet promise that a woman modestly held out to him for fear that their very union might culminate in a terror more persistent than the one he lived in. He could see his child born with that awful badge of his mental vision materialized in a baby face branded at birth with a sightless socket to perpetuate his punishment. That was the final pressure on his crown of thorns.

Again the wanderlust stirred in him, and he packed his grip, arranged his letters of credit and once more took to the road, this time fortified by a bank

account and with the excuse of a wider field for the success that he had made.

And so the eye became a restless goad, driving him hither and thither with its evil ray that seemed like the light of a red star traveling through time. From city to city he wandered, always away from the scene of his evil adventure, until at last he walked the thoroughfare of a city divided by a continent from his Nemesis, as he thought. And then fate confronted him.

Faultlessly dressed, radiating an atmosphere of material prosperity, he was strolling aimlessly, seeking distraction in the passing crowd, when suddenly his eye caught the profile of the cook's face. He was on the left side, and the socket was filled with a glass eye glaring with a dead, unwinking, unforgiving stare.

The cook had altered sadly. Fortune had evidently laid a heavy hand upon him, for his bovine bulk had shrunk with the reducing flesh until his shabby clothes hung limply upon his form as upon a rack. Wilson noted that his shoes were dilapidated and his whole appearance that of one who was treading hard ways.

He walked close to him hoping he was mistaken, but there was no denying the familiarity of the features stamped so indelibly upon his memory. He had fled from fate, and it had pursued him, for the fixed stare of the artificial substitute that concealed his ghostly horror seemed to hypnotize him into following.

He crossed behind to the cook's right side and came close beside him. The good eye regarded the well-dressed stranger with curiosity, but no recognition, but Wilson was certain this was the man.

"I beg your pardon," he said, "but didn't you cook in a restaurant in Galesburg some years ago?"

The cook regarded him with amazement. "Sure," he replied, "but I don't know you, and you don't look much like anyone who ever ate there."

"Never mind that," interrupted Wilson. "I thought you cooked there."

"I wish I did now." And the cook's tone expressed regret.

"Why?" demanded Wilson.

"Well, when I cooked I was sure of eating."

"And now you are not?"

"I'm out of a job and a long way from home." And there was a finality in his tone as if it had all been said.

"You had better come and dine with me," proposed Wilson, "and then you can tell me how you came to leave there."

"You mean it?" And the cook looked him over with surprise.

"I certainly do." And Wilson led the way into a fashionable restaurant, while the cook followed him somewhat doubtfully.

When the ill-assorted pair were seated at a quiet table the cook's embarrassment faded under the soothing influences of the first courses, which were too far above any of his own culinary skill to attempt anything but their dispatch.

"Stranger," he remarked, fixing Wilson with his one good eye, "I'd like to know what your name is and what your little game is."

"My name would do you no good and convey nothing to you, and my game is merely to help a man from Galesburg who is a long way from home and down on his luck."

The cook looked at him puzzled, and then launched into general gossip about the town which did not interest Wilson, and personal gossip about himself that did.

It seemed that he had longed for a change and, relying on his ability to get work, had wandered farther than he realized, until the grip of misfortune had left him stranded in a strange city.

"And you want to get back?" inquired Wilson as the cook's narrative ended with the coffee.

"I certainly do, stranger, for I've a job any time I get home, which is more than I've been able to get here."

"Then home you go," and Wilson rose and led the way to the street, "but you can't leave for home in those clothes," and before the astonished cook could regain his senses he was being outfitted from head to toe in a first-class men's haberdashery, while Wilson calmly paid the bills.

The cook's lone eye gleamed with satisfaction as he surveyed himself in the long mirror when they turned again into the

street where a taxicab stood waiting Wilson's telephoned order. As the two were being whirled to the depot the cook turned to Wilson and spoke as one would speak to a dream vision he was afraid of dissipating with his voice.

"See here, stranger, this all seems like it's on the square, but how am I going to repay you?"

"By going back to Galesburg and being happy," said Wilson earnestly.

"I'll do that," the cook replied, "but I want your name and address so I can send you what you've given me as soon as I can earn it."

"Never mind that now. Here we are, and it lacks but a few minutes of train time," and Wilson hurried him to the ticket office, bought his ticket and Pullman reservation and rushed him through the gate. As they stood on the platform he pulled out a roll of bills and, peeling off two twenties, said, "Here are your traveling expenses."

The cook turned them over in his hand, and a mist dimmed his good eye.

"I don't know what to say to all this," and his voice was husky, "but this is the happiest moment of my life, and you've got to give me your name and address and tell me why you did all this."

Wilson took his arm and led him to his car. It lacked but a minute of train time. "My friend, don't you know my face?" he asked slowly.

The cook gazed at him searchingly.

"There's something familiar about it, but—no, I don't know you."

"Once you had a dishwasher who threw a potato knife that tore out your left eye," said Wilson slowly.

"Now I know you," and a wide grin overspread the cook's face. "Why, sure," he said. "I wondered why you skipped."

"But the eye?" demanded Wilson.

"Oh, it didn't break," laughed the cook; "this is the same one. I've worn it ever since I was a boy."

The conductor shouted "All aboard!" the porter rushed the cook up the steps, and the train moved off, leaving Wilson staring after it.

But as he turned to buy his own ticket home, the price he had paid for his peace seemed all too cheap.

## Aunt Susan's Money

BY CLARISSA MACKIE

The five heirs of Miss Susan Baker were visibly disappointed when no will was discovered, and not even a sum of money or valuable securities that might be divided among them could be found among her effects.

They looked at the little bronze funeral urn that contained the handful of ashes which was all that remained of the mortal body of Aunt Susan, and then their eyes wandered back to the sharp countenance of the little lawyer, Mr. Pardee.

"This little scrap of paper is all that I find among your aunt's papers," said Mr. Pardee stiffly. "If you will give me your undivided attention I will read her last wishes."

A little wave of interest stirred among the five. One among them, an eager-faced young man, leaned forward in his chair, with clasped hands hanging loosely between his knees. He felt very sorry for poor Aunt Susan, who had left no real mourners behind, and he experienced a vague feeling of pity for the eccentric little old lady who had lived a narrow, lonely life in a city boarding house far from the country village where she had been born and bred. Don Barlow had often gone to see Miss Susan, but he was a very busy young man, striving hard to earn enough money on which to marry the sweetest and best girl in the world, and in the hurry and bustle of life it must be confessed that sometimes he forgot Aunt Susan Baker.

Now he was sorry.

For it appeared that she had been poor as well as lonely, and she needed him all the more. He was glad he had dipped into his slender bank account and paid for the simple funeral expenses. Edith would agree that he had done perfectly right, although the Finley Bakers were in affluent circumstances and could easily have shouldered all expenses.

But they had not made an offer to do so, so Don had stepped in and handed his check to the lawyer.

Now Mr. Pardee was speaking in his dry, sharp manner:

"Miss Baker merely states in this let-

ter that it is her last wish that her ashes shall be carried to Ferncliffe and buried beneath the old rose apple-tree in the orchard of her old home. She gives minute descriptions where the urn is to be buried, and she leaves her blessing upon whoever carries out this wish."

Mr. Pardee folded the paper and looked around at the five heirs.

Mr. and Mrs. Finley Baker arose with one accord and moved toward the door.

"I'm sorry," said Mr. Finley Baker coldly, "but I have an important engagement, which I must keep. As for carrying out Aunt Susan's request to be buried in Ferncliffe—why, that would entail a long railroad journey and much unnecessary expense. Money is tight just now, and — er" — Mr. Baker's voice trailed into a suggestive silence.

Mrs. Finley Baker looked rather scornfully around upon Aunt Susan's poor belongings.

"I should think the clothes and the furniture could be sold, and the money would cover the necessary cost," she drawled as she trailed out after her husband.

Don's eyes were blazing with wrath, but he waited to hear what Deacon Pilsbury had to say. The deacon was own cousin to Aunt Susan and had journeyed all the way from Ferncliffe to hear the will read, and he was accordingly indignant. His dried-up little wife, who was swathed in black garments for the occasion, cast one disapproving glance at the bronzed urn and minced toward the door.

"I guess we better be going, deacon. If Finley Baker can't afford to help out on these expenses I ain't going to. Susan always was extravagant, and she had an easy time boarding here with idle hands, while I have had to work morning, noon and night"—She stopped as Mr. Pardee raised his hand in protest.

"Miss Baker loaned Deacon Pilsbury \$200 last year," he said quietly.

"Well," put in the deacon moodily, "I suppose you're going to try and collect it off of me now! I ain't got a cent of money on hand, and times is hard, and"—

"Don't worry," smiled Mr. Pardee dryly. "Miss Baker left the promissory

note for you, deacon; here it is, to destroy at once if you wish."

With shamed faces the man and the woman left the room, and when the door had closed behind them Don brought his fist down on the table with a resounding thump.

"Mr. Pardee, I didn't know such meanness existed. If you will give me Aunt Susan's directions I will see that the ashes are interred under the apple-tree."

"You can't afford it, Don," protested the lawyer, but there was a gleam of satisfaction in his gray eyes when the young man threw back his shoulders and faced him.

"I can't afford to let my aunt's remains lie unburied, sir! I would be small indeed if I refused to do that last service for her, and I shall place a suitable stone as soon as I can afford it."

"I'm glad you're the one who elected to do it, Don," said Mr. Pardee earnestly. "You can least afford the expense, but the others—well, the world has hardened them, that's all. Now, listen, my boy; this is Miss Baker's last request:

"It is my earnest wish that my ashes shall be interred beneath the old rose apple-tree at home. There I spent the happy days of my childhood; there I met the only man I ever loved, and there we were bitterly parted, never more to meet again. In that spot, where I have known great joy and great sorrow, I wish to lie. Between the long roots of the old tree I have had a brick-lined cavity prepared for the urn. Whoever sees that it is placed there will not go unrewarded, for the blessings of a lonely old woman will follow him to the end of his days."

Don Barlow and his sweetheart took the bronze urn down to Ferncliffe, for tender-hearted Edith Dale could not bear to think that the little woman's burial should be a lonely one.

Edith had donned simple mourning, and Don's hat bore a deep black band. "I hope poor Aunt Susan knows that somebody cares a little," sobbed Edith as the train whirled through the pleasant countryside.

If Aunt Susan knew—and who can say that she did not?—she surely must have

been gladdened at the self-sacrifice which these two young people were making, for the breaking in upon Don's savings meant that their wedding must be postponed another six months.

It was late in the morning when they arrived in Ferncliffe, and Don left Edith with the bronze box containing the urn, while he went to make the necessary arrangements with the minister who was to read the committal service.

To Edith's surprise, Mr. Pardee, the lawyer, appeared upon the scene, and then Don returned. The three went toward the little house that had been Susan Baker's home.

"I felt that I must come along for certain reasons," said Mr. Pardee thoughtfully as they passed through the white painted gate.

The house had been sold, but the orchard, inclosing in a white painted fence, still belonged to Susan Baker. It was practically worthless to any of the heirs, as it was inclosed on four sides by property belonging to strangers. It was not likely that anyone would ever claim possession of it.

They found the apple-tree bending beneath its weight of rosy fruit, and standing there with a spade was the old black man whom Don had hired to uncover the little cement vault which poor Miss Susan had prepared some months before in anticipation of her coming there to rest.

"Miss Baker requested that this burial should be private; otherwise I would have notified some of her old friends to have been present," remarked the lawyer to the Rev. Mr. Ellis.

"Poor Aunt Susan outlived her own generation," remarked Don.

"I am sorry indeed to learn that she spent a lonely old age," remarked Mr. Ellis.

Uncle Reuben lifted a black face from his almost completed task.

"Excuse me, sah, but I used ter know Miss Susan, and I knows dat no kind Christian woman like her could ever be lonely—no sah. Shorely de angel ob de Lo'd was at her elbo' all de time."

The two mourners and the clergyman and lawyer all smiled in sympathy with

old Reuben's statement. The sun shone warmly down through the branches of the tree. It showed the gold of Edith's hair under her black hat; it touched the uncovered heads of the men, and it fell into the cavity that Reuben was digging.

There was the sound of iron striking stone.

"It am unkivered," said Uncle Reuben solemnly as he straightened himself and permitted them to view the square stone slab that covered the top of the grave.

Uncle Reuben bent again to his task, lifted the slab and then uttered a startled cry:

"Fo' de land sake, dere's somefin' in dere a'ready!"

Indeed, there was.

Mr. Pardee knelt down and thrust his arm down into the brick-lined grave. Then he got up and showed what he held in his hand.

It was an oblong steel strongbox. In the top was set a small card with writing, and the card was protected by a small plate of glass.

Mr. Pardee smiled rather sadly upon the surprised group.

"This box, which was placed here by Miss Baker when the grave was built, contains her small fortune—in cash and negotiable securities. The card under the glass reads: 'The contents of this box, which represents my entire fortune, are to be the sole property of whoever is charitable enough to carry out the last wishes of a lonely old woman. Thus I have weighed the hearts of my few relatives.'"

"You will see that Miss Baker's signature is witnessed by me," went on Mr. Pardee, "and the uncovering of the box is witnessed by Mr. Ellis, as well as Reuben and myself. Don, the box is yours!" He placed the strongbox in the hands of the astonished young man.

Edith was crying softly.

Then the deep voice of the clergyman boomed through the silence, and presently the bronze urn containing the ashes of Susan Baker was interred beneath the old tree which had witnessed the joys and sorrows of her long life.

The west wind played through the branches like the notes of an organ, and

the choir of birds sang a requiem over the grave.

The Finley Bakers were highly indignant when they learned that Don Barlow had come into possession of \$50,000, and they threatened a lawsuit, but astute Mr. Pardee had made the whole transaction so legally secure that they could find no loophole of attack.

So Don and Edith, through the kindness of their hearts, earned a reward that they had not suspected when they postponed their wedding day in order to bury Aunt Susan's ashes beneath the old apple-tree.

### The Wooing of Pamela

BY THAYLES EMMONS

Atherton was both angry and madly jealous as he flung himself out of the noble residence of the Mannings fully determined never to return. Indeed, so angry was he that, after having been subjected to an entire evening of what he termed in his own mind the most heartless cruelty and abuse at the hands of the beautiful Pamela Manning, at whose shrine he had been a worshiper since she was first in long frocks, Atherton did not even linger long enough to make his farewells to his host and hostess, Manning pere and Manning mere, although he had a most profound respect for those estimable people and acknowledged to himself later that there was no reason for including them in his wrath. As for the rest of the party and for Tom Pinckney in particular, who had monopolized Pamela the entire evening, she evidently taking a supreme delight in being thus monopolized, Atherton cared nothing.

"They may go hang, and Pamela with them," he muttered, as he seized his hat and coat and made a dive down the stairs. "She need never expect me to call here again."

In front of the Manning residence there was a little park with plashing fountain, shrubbery and subdued lights. To Atherton in this particular frame of mind the little park presented a peculiarly inviting aspect. Still biting his lip with vexation, he chose a seat on a secluded bench where

the shrubbery was especially thick and where the absence of any nearby electric light rendered the gloom almost impenetrable. As he sat down on the end of the bench he observed the figure of a girl or woman seated on the other end. Her presence at first struck him with fresh annoyance, but observing, when his eyes had accustomed themselves to the dim light, that the girl was sitting with her back toward him and that she was evidently engaged in deep thought, he gave no further attention to her.

It had been with a sense of keen elation that he had left his apartments only a few hours before to attend the party at the Mannings. Even now he could feel in the breast pocket of his coat the tiny note from Pamela which had been sent in addition to the formal invitation of her parents and which had warned him not to fail her in being present at her party.

"Dear Billy," she had addressed him. Atherton remembered that he had pressed the tiny missive to his lips after he had read it and had foolishly resolved to keep it forever. Now he felt like tearing it into a thousand bits and scattering it to the four winds of heaven.

"She was only playing with me," he mused. "I have been a fool, and all for a girl who doesn't care a copper farthing for me. But she might have at least treated me as well as the rest of the men, who got a smile and a dance, if nothing more. 'Good evening, Mr. Atherton; so glad you came,' a slight handshake, and that is all. To be sure, she said she might possibly give me a dance later, but that she was very much in demand."

But this strain of meditation was not to the mind of young Billy Atherton, and he resumed the drop stitch. "And so on the hopes of that dance I hung around all the evening to see her flirt with that beastly cad of a Pinckney."

But at this juncture Atherton, with head bent forward, was greatly startled to feel a pair of soft, girlish arms steal about his neck, a fluffy head nestled against his shoulder and a soft voice said: "I'm awful sorry, Billy. I didn't mean it."

In one terrible moment the truth dawned upon Atherton. The young lady of the

other end of the bench was making love to him.

"What do you mean?" he asked, and as he did so he observed that she was very pretty. His rough grasp on her wrists unconsciously relaxed, although he still retained his hold.

The girl, after the first glance at his face, gave a little scream of surprise and terror and struggled to free herself, but he held her fast.

"Tell me what this means," he again demanded, when she had been made to realize that she could not get away.

"Oh," she panted, "I thought you were somebody else who was sitting there just a few minutes ago. He was my gentleman friend, and we had just quarreled, and I did not know he had gone. I thought he was still sitting there with his back toward me, and I kept mine toward him. Then I was sorry and tried to make up—and you scared me."

Something about the girl's manner convinced Atherton that it was the truth she was telling, and he relaxed his hold upon her wrists.

"But how did you know my name?" he asked stupidly.

"Is your name Billy, too?" asked the girl in response. "His name is Billy—Billy Ludden."

"That must have been Billy who had just vacated this seat as I came here," thought Atherton. "I thought he looked rather glum about something. Perhaps he had been turned down worse than I was."

"I am so ashamed," said the girl at his side softly.

"Why?" he asked.

"Cause I kissed you," she answered.

"I'm glad you did," answered Atherton gallantly, looking into the pretty face. "I wouldn't mind if you did it again."

"Oh, Mr. Billy, you mustn't," she cautioned. "What would my Billy say?"

"But you have quarreled, and he has gone away," said Atherton, rather puzzled.

"Oh, he'll come back. I don't worry. He's too dead stuck on me ter shake me."

"What was the quarrel about, may I ask?"

"Sure, I don't mind tellin'. Yer see, I'm maid ter a lady that lives over there in one of them big 'ouses. T'other night Billy and me went ter a dance at a hall down town. It was my night off, and I invited Billy ter go with me—sorter stood treat ter him, ye know. Then ter the dance I met a swell chap who got crushed on me first sight. He was the cream on dancin', and we danced tergether six or seven times. I only danced with Billy once. He's a lobster on the floor. Of course he got huffy and went off and left me all alone downtown, but I didn't mind that. The new guy come home with me and asked me to go walking with him too. I broke a date with Billy to go with him, though Billy's a lot the nicest."

"Then why did you go with the new man?" asked Atherton still more puzzled.

"Easy 'nuff ter see you're a man in the dark," laughed the girl, "er you'd know why."

"I am a man," said Atherton, so earnestly as to startle the girl at his side. "I am a man, and I don't understand. I want to know. Won't you tell me?"

"Why, yer see, I get tired of havin' Billy hangin' around and monopolizin' me without a-comin' right down ter the point," she answered. "So I just am goin' ter use him dirt mean, and you'll see him around with a proposal and lookin' for a engagement ring 'fore long, mark my words. That's the way ter serve these slow men. He put up an awful kick ter-night, but I never flinched. When he got sassy I turned my back on him. Then he turned his back on me—and you know the rest. Oh, but he'll come back. He's a real good feller."

The girl arose to go. Atherton caught her hand.

"I—I am glad to know what you have told me," he said.

In the big house across the street the merrymaking kept up. Atherton could distinctly hear the dreamy waltzes and the blood-quickenning onestep of the orchestra as it played for the dancers. As he sat on the little bench in the park and thought over the occurrences of the last half hour his anger slowly died away,

and there came to him a new understanding of women. "Perhaps," he told himself, "they are all alike, and she really does care for me after all, the same as this lady's maid loves her Billy and torments his soul by flirting with other men so that in the end her victory will be more complete."

And then he let his mind wander over the years of his friendship with Pamela and admitted to himself that there had never been any action on his part that that young woman could have by any means interpreted as a declaration of his love for her.

"Perhaps she got tired of havin' me hangin' around and monopolizin' her, too," he reasoned, and then with sudden heat:

"But, hang it all, a blind girl ought to be able to understand when she is loved as I love Pamela. I feel like an idiot every time I look at her. I can't tell her I love her when she goes on treatin' me like a cur this way. If she only gave me half a chance instead of encouraging me to a certain point and then snubbin' me. Hang that Pinckney, anyway!"

Whatever may have been the results of Atherton's reflections, it is safe to assume that they led him along the sober path of reasoning, and when he had finished another cigarette he arose from the bench and made his way back to the Mannings, and when he re-entered the ballroom was somewhat chagrined to observe that his absence had evidently been unnoticed by anybody. His eyes roamed the room until he saw Pamela. He bit his lips. She was just finishing a waltz with Pinckney. His anger returned in a measure.

Pamela saw him and spoke to her companion. The pair came toward him, and his heart stopped beating, so it seemed to him.

"Billy," said Pamela, "the next dance is yours, I believe, but let's go out of here and get a breath of air first."

And she dismissed Pinckney with a nod.

Atherton knew full well that her name was not on his card, but had the presence of mind to accept the fib and call it all his own good luck and led her to a settle in a broad nook beneath the staircase.

He still felt hurt, and there was a painful silence, during which time Pamela studiously observed the tip of her dainty slipper.

"I thought you had gone home," she said finally, looking at him so squarely that he caught his breath and blushed to the roots of his hair.

"Yes—no—that is"—he blundered helplessly.

"I saw you when you went through the hall," she continued, tranquilly unconscious of his embarrassment. "You seemed in a dreadful hurry, and I wondered what had happened. Nothing serious, I hope?"

It was some relief to Atherton to know that she had been observing him at all, and had watched his hasty departure, over which he now felt so foolish.

"I had to go," he exclaimed, "the—er—hem—the room was so stuffy, it gave me a headache."

"Oh!" And then there was more silence and more watching of the pointed slipper.

Atherton's heart swelled within him as he sat watching the pretty face beside him, and the sense of his wrongs welled to the surface.

"I say, Pamela," he blurted, "do you care for Tom Pinckney?"

Pamela's eyebrows lifted. "Why, Billy?" she asked.

Atherton had found himself now and was no longer afraid. Leaning forward until his eyes were on a line with hers, his own gleaming strangely, he said:

"Because if you do, I am going right home and shoot myself or take poison or something. Pamela, don't you know? Can't you understand? I love you so much, and you drive me mad by making me jealous. If you don't love me, why do you keep me dangling on your string like this? I left the house because I was almost insane with jealousy because you had neglected me. I vowed I would never come back, but still I came. I can't stay away, Pamela, not until you tell me to."

Pamela sat back in one corner of the settle, with mischief in her eyes.

"Billy boy!" she ejaculated.

Her hand lay temptingly near, and Atherton took it lovingly in his own.

"Pamela, what do you mean?" he



asked, conscious of the caress in her eyes and voice.

"Billy," she repeated, "what are you trying to do?"

"I—er—ahem—I am asking you to say you love me, to marry me, Pamela."

And here Pamela capitulated. Down came the proud head, and in the beautiful eyes were tears.

"Billy boy," she said, "dear Billy, I was wondering if I was never to have the chance to tell you how much I cared—how much I love you. You men are so hard to manage. I really feel as though I had done the proposing myself. But it's a shame a girl has to accept a man under an electric light and in a hallway where he can't kiss her for fear someone will come along and see."

But Atherton did, nevertheless, and later he remembered to send an elaborate silver service to Mr. and Mrs. Billy Luddin following the wedding of that estimable couple. But he never told Pamela.

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### Bereaved

BY F. A. MITCHEL

Ever since the revolution in Mexico that deposed Porfirio Diaz that country has been in a state of ferment and has kept the people of the United States in a fever of anxiety. During the rule of President Huerta I, being of an inquiring disposition, concluded to go down there and see for myself what kind of people the Mexicans are.

Passing over the border line of Texas, I entered rural Mexico, and moved on southward, intending to visit the capital. There were then the Huerta, the Carranza and the Villa factions, all struggling for the upper hand. The frightful condition of the country did not prevent the people from enjoying such amusements as they could get. I stopped one evening for the night in a little cluster of houses—it could not be dignified by the name of town—and, hearing that a dance was to be given in the dining-room of the tavern where I put up, I was curious to see how people could make merry while their country was in a state of anarchy.

When the dancing began I took a chair on the veranda where I could look through

an open window upon the dancers. The effect was heightened by the picturesque costumes of both the men and the women. The merry-makers came from the country round about, being made up of all sorts of persons, from the hacendado, or farmer, to the soldier, who made his living by fighting for some one of the factions struggling for the supremacy. Not only was the soldier present, but his wife and his daughters, for an army in Mexico is accompanied by the families of the soldiers.

I was much interested in watching these people. Among the better grade I noticed a young couple who, it was evident, were lovers. The man was a handsome fellow dressed in the costume of a hacendado, composed of tight trousers with a row of buttons on each leg, where a soldier's stripes is usually placed; a fancy waistcoat and a short jacket, also having a profusion of buttons. The girl wore the Mexican skirt of many colors, the Mexican bodice and the jacket decorated with gold braid.

I could not help contrasting the happiness beaming in the faces of these two young people with the cloud that hung over their country. They danced every dance together. While I was watching them a man came up behind me, and I felt that he was looking over my shoulder. I moved aside not to obstruct his view and at the same time turned my head to have a look at him.

I judged that he was connected with one of the various armies or bands which were sucking the lifeblood of Mexico. A more villainous face I never saw on a man. His eyes were following the couple that interested me, and as he watched his frown deepened. He stood only a few minutes looking at them, then went away.

At the end of each dance a number of the dancers came out on to the veranda to be refreshed by the cooler air outside. During one of these intervals a sharp report suddenly sounded at the other end of the veranda. I saw those who were inside start for the exit nearest to the point from which the sound came, and those on the veranda turned and hurried in that direction. I, too, arose and went to see what had happened.

A crowd had gathered about something or some one, but I could not see beyond the onlookers. When finally I succeeded in doing so I saw lying on the floor the young man I had been observing within, while the girl with whom he had danced was kneeling beside him moaning piteously. He had been shot and was dying.

Within half an hour the dance had been resumed, and, judging by the gayety, one would not have suspected that the life of one of the company had been just snuffed out. I turned away from the scene, went as far from it as I could and waited for the house to become quiet that I might go to bed.

I did not get away from the place the next day. I had come to Mexico from curiosity, and I did not like to move on without learning more of the tragedy a part of which I had witnessed. I inquired who had done the shooting and was informed that a man who belonged to a Villa force in the neighborhood was the culprit. The young farmer who was killed was an advocate of Huerta. This is all the information I could elicit, but I inferred much more. I believed that the murderer coveted the girl who had given her heart to the farmer.

I lounged at the tavern during the day, uncertain as to just when I would move on southward. During the afternoon while strolling among the houses that composed the place I met the man who had looked in at the window at the dancers. I knew him to be the murderer and was surprised to see him still near the scene of his cowardly act. But I was destined to still further surprise. I saw him approach a house and walk up and down under a window.

They have a custom in Mexico called "playing the bear." When a man wishes to court a girl he takes position under her window and walks back and forth till either he gets a sign from her or gives up his attempt to win her. If he receives encouragement he proceeds step by step till he forms her acquaintance and makes formal application for her hand.

I had read of this custom, but had never seen an instance of it. I surmised that the man might be wooing according to

the Mexican custom. I could see him from the tavern veranda, and going there, I took a seat in order to observe what would follow. While doing so the landlord came out on the veranda, and pointing to the walking man, I asked him what he was doing.

"He is the man who shot the *haciendado* last night. The girl who was robbed of her sweetheart lives there. The man is probably trying to see her and ask her forgiveness."

An hour had passed from the time I had first seen the man walking under the window when a figure of a woman appeared within the house. The walker stopped, and I saw that he was speaking. The woman came to the window, and, the sunlight falling upon her, I recognized the young girl who had been robbed of her lover. I wondered if the murderer could obtain forgiveness so soon after the tragedy.

The two talked together for some time; then the man held his hand up to the window. After some delay the girl took it, but I fancied I could see her shudder. A few more words between them and the man went away. He passed the veranda near where I sat, and I saw an unmistakable look of triumph on his face.

Interested in the drama which was being enacted before me, I determined to remain where I was till the last act had been played. I wondered if the girl, actuated by religious motives, had felt constrained to forgive the slayer of her lover. Had it not been for the triumphant look on the man's face as he passed me I would not have dreamed of anything more than this. But I had discovered that the Mexicans are a strange people, and one cannot in any event tell what a woman is going to do. Was it possible that this man, like King Richard III, would win her whose lover he had slain?

I had seen no sign of a burial of the first love and did not think it possible that the girl could take another until the body had been laid away. What, then, was my surprise when just before dark I saw the murderer approach the house where the bereaved girl lived and stand under the window! Presently she

came out of the door, joined him, and they walked away together.

I confess that, though by this time I was prepared for almost anything in Mexico, I could not believe what my eyes revealed to me. I wished that I might follow the couple and see what occurred between them, though I shrank from witnessing a girl throwing herself into the arms of a man who had only the night before shot down in cold blood the man she loved.

I lit a cigar and sat smoking on the veranda. The twilight faded; the stars came out. All about me was so peaceful that I could not realize I was in a country torn with anarchy and a great part of it in the hands of robber bands; that within 24 hours I had witnessed an instance of the desperate condition of the country. But my mind was ever on the couple I had seen go out into the darkness. I thought of the lover of the evening before, a smile on his handsome lips returned by one on those of the girl he loved, now lying cold in death in one of the houses within the range of my vision, while the girl he loved had gone with his murderer.

It was quite dark, 9 o'clock perhaps, when, tired of sitting, I arose to stretch my legs. I walked down a roadway on which the two persons I had been watching had disappeared. Suddenly a figure, a woman's figure, flitted by me. She was moving rapidly, and I got a glimpse only of something white. And yet I was impressed with the idea that it was the girl who had lost her lover. If so, where was the man with whom she had set out?

Believing that nothing more of the drama which was unfolding would be revealed to me that night, I returned to the tavern and went to bed.

In the morning everything about me was still peaceful. The inhabitants of the place went about their daily vocations as usual. If there was war in the neighborhood it was too far distant to be heard. Still I refrained from leaving the place without more information as to what interested me. I determined to remain where I was until the climax.

In the afternoon occurred a simple

funeral of the murdered man. The chief mourner was the girl who had been bereaved. The murderer was not in evidence at any time during the day. The poor girl was supported by her mother and attended by a few friends. I went into the tavern and asked the landlord what had become of the soldier.

"He was found this morning, not far from here, stabbed to the heart," was the reply.

"Who killed him?" I asked.

The landlord shrugged his shoulders and said that this was not known.

The climax to my drama had been played. Whether any one knew who had killed the soldier I do not know to this day. One thing I know. I saw him go out into the darkness with the girl whose life he had blighted, and I saw her come back without him.

The curtain had fallen; the audience—myself—had seen the play. There was nothing more for me but to move on. The death of a man shot down in the interval between two dances had not ruffled the tranquillity of the hamlet, nor had the finding of the body of his murderer 24 hours later any noticeable effect. What were these two lives in a land where bloodshed is the order of the day?

My curiosity as to Mexico had been satisfied. Instead of going on down to the capital I turned about and journeyed back toward home.

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### Daisy's Hero

BY CLARISSA MACKIE

Mrs. Howard glanced apprehensively toward the row of steamer chairs where her pretty daughter, Daisy, was engaged in animated conversation with a good looking, athletic young man.

"Daisy is so imprudent," murmured Daisy's mother as she neared the chairs. "There is poor Hal eating his heart out, and that naughty girl is devoting herself to young Pearson!"

She smiled coldly at Ben Pearson as he arose promptly at her approach and arranged her chair. When she was seated and the rug tucked about her feet, Mrs. Howard glanced significantly at Daisy.

"My dear, did you know that Hal was waiting for you? You promised to play accompaniments for him."

"Oh, mother, I forgot all about it!" cried Daisy as she arose and settled the blue cloth cap on her bright hair. "Mr. Pearson was describing the great Yale-Harvard game—you know he was half-back on the football team!" Daisy cast an admiring glance at Pearson's broad shoulders.

Mrs. Howard smiled perfunctorily, and she was nettled to observe that Ben Pearson accompanied Daisy in her search for Hal Denison. Just as she was congratulating herself that this Mediterranean tour, with all its pleasant intimacy of ship life, must bring about an engagement between Daisy and Hal Denison, the son of her old friend, why, who should appear but this football hero, Ben Pearson, and promptly put poor Hal out of the running.

Why they called Hal Denison Poor Hal one could not tell, for, although he was not big and brawny like Ben Pearson, he was not frail looking unless one especially noted the intellectual face which had a certain delicacy of feature and expression. Otherwise, although Hal Denison was small in stature, he was wiry and strong. He had never gone in for athletics. He was a musician, and even now there came the dreamy strains of "La Serenade" as he played on his violin to Daisy's sympathetic accompaniment.

Later the music ceased for awhile, and then Pearson's deep bass voice was heard booming forth popular songs.

Dusk was settling down over the sea when Daisy came along the deck quite alone and slipped into her chair with unusual quietness.

"Hal played beautifully, my dear," murmured Mrs. Howard sleepily.

"I suppose so, mother," returned Daisy; then, hesitatingly, she added, "You don't like Mr. Pearson, do you?"

"I don't admire him, my dear, but I cannot say that I dislike him," returned Mrs. Howard.

"I like him very much," said Daisy simply.

"Not better than Hal?" demanded Mrs. Howard, throwing caution to the winds.

Daisy hesitated, and that instant's hesitation told Mrs. Howard that the girl's love was wavering between the two men. Which would she choose? There was little doubt, for Daisy was a hero worshiper, and she plainly admired the burly football player.

"Oh, mother," she cried impulsively, "you know I'm fond of Hal, but he's—more like a girl, don't you know—quiet and dreamy and fond of simple things. One could not imagine Hal doing anything heroic, now, could one?"

"Some people rather thought it was heroic for Hal to give his cousin Ned three-quarters of their uncle's estate, when the uncle had purposely cut Ned off in a moment of anger; that's an example of moral courage. It was courageous of Hal to submit to a transfusion of blood in an effort to save his brother's life three years ago. In my opinion, Hal Denison is a hero."

"But, mother, dear, that is all very well, but that isn't the sort of courage I mean. There is a certain charm in physical courage, don't you know? Jeopardizing one's life to save that of another. I couldn't imagine Hal doing that."

"How about giving his blood for his brother? He has never been as well since then."

"I know, but the kind of heroism that I mean is born of an impulse, the sort that leaps to stop a runaway horse, that plunges overboard to save a drowning person. Oh, you know!"

Mrs. Howard smiled.

"A spectacular heroism," she said drily.

"I can't imagine Hal doing anything of that sort," went on Daisy. "He is so deliberate in all his actions. He would want to stop and think the matter over—whether there might not be a safe and sane way of accomplishing the end. Do you know, mother, that Mr. Pearson has saved eight people from drowning in the past ten years?"

"I didn't know it, Daisy, but I am sure it is a very creditable record. Did he tell you of his acts of heroism?"

"Now, Mother Howard!" Daisy laughed rather shamefacedly. "He did tell me, but only because I urged him to do so. I love heroism."

Mrs. Howard arose and prepared to go below.

"Come, dear; we must dress for dinner. Remember, Daisy, that there are more unrecorded heroes in the world's history than otherwise."

And Daisy, still doubting her mother's judgment, went down to dinner quite unconvinced that there could be any lurking heroism in the quiet personality of Hal Denison.

For several days after that there was bad weather, and many of the passengers were compelled to remain in their state-rooms. Among these latter were Mrs. Howard and Hal Denison, who declared himself a fair weather sailor.

But Daisy Howard and Ben Pearson braved the inclemency of the weather and the rain swept decks, and each day found them pacing to and fro, discussing a thousand and one topics, but usually swinging back to that most interesting one, absorbing alike to the young man and the girl, the heroic adventures of Mr. Benjamin Pearson.

There came a day when the party landed at the island of Capri to visit the famous grottoes. Somehow Ben Pearson had attached himself to Mrs. Howard's party, and it had become customary now for Ben to escort Daisy Howard on these excursions, while Mrs. Howard and Hal Denison followed in the rear.

Pearson had visited the island the previous year, and he had much to relate of an adventure that befell the party of which he was a member. He told the story modestly enough, but it had the invariable ending. A child had fallen from one of the rocks into a deep, silent pool. He, Pearson, had plunged into the icy depths and restored the child to its mother's arms.

"This is the very spot," said Pearson, pointing before him.

Daisy looked. She glimpsed the dark blue water, still and icy. A glance over her shoulder showed that the other members of the party had gone on to another grotto. Only her mother and Hal Denison were near. Daisy turned her head toward Pearson, and her lips parted in a dazzling smile.

At that moment her foot slipped, and

with a little cry of terror she caught herself, stumbled and then plunged down into the icy pool.

As she disappeared Ben Pearson rushed frantically up and down the brink of the pool and roared for help.

Mrs. Howard swooned away, and Hal Denison, tossing aside hat and coat, poised on the edge of the pool and then dived down. When he came up he brought the girl with him, dripping wet and shivering with cold, but quite conscious.

Hal's face was white and stern as he disdained Pearson's hastily offered assistance, and somehow he scrambled upon the rocks and bore Daisy to safety.

His shouts brought the guide and other members of the party, and, having administered restoratives and borrowed a steamer rug from a rheumatic old gentleman, he wrapped Daisy in it and, lifting her easily in his arms, bore her to a fisherman's hut on the shore.

Mrs. Howard, having been restored to consciousness, followed on the arm of one of the men, and soon she was assisting her daughter to dry her garments before a roaring fire in the fisherman's cottage.

Daisy was very pale and silent, and Hal Denison was equally reticent. Mrs. Howard, noticing that Hal was dripping wet and shivering with cold, insisted that they return to the tourist steamer at once, so that the young man might be put under the care of the ship's doctor. As for Daisy, she appeared in her normal health when she was arrayed in the picturesque gala attire of the fisherman's daughter. As for Marta, the slim, dark-eyed girl, she wept with delight over the gold pieces which Mrs. Howard had given her in exchange for the garments and declared that they would buy her wedding clothes.

Once on board the *Celeste*, Mrs. Howard placed Hal in the care of the doctor and was relieved that he would suffer no more than a severe cold as a consequence of his heroic deed.

As for Mr. Ben Pearson, he had quite disappeared from the view of the Howard party, and it was several days afterward that Mrs. Howard espied him gloomily patrolling the deck alone.

Daisy was below in the library, reading to Hal Denison.

Presently Ben Pearson approached Mrs. Howard with unusual diffidence in his manner.

"I beg your pardon, Mrs. Howard," he said quite humbly, "but I would like to make an explanation."

"Yes?" asked Mrs. Howard coolly.

"About the other day at the grotto."

"Indeed?"

"I suppose you were quite surprised that I did not jump in and rescue Miss Howard at once. You may have observed that I am hard hit with Miss Daisy. I think there's no one like her, and I'd like to believe that she owed her life to me. But"—He reddened uncomfortably and looked over the side at the swiftly rushing water.

"But?" prompted Mrs. Howard kindly.

"But, you see, I can't swim a stroke!" he confessed.

"Oh-h-h!" It was Daisy's voice in horrified wonder. She had come up just in time to hear his confession.

"It is true," he said doggedly.

"Then the eight lives you saved that summer—and"—

"All bunkoism!" he interrupted, turning on his heel and walking away.

Daisy's eyes filled with tears. "Mother," she said humbly, "he's not only a coward, but he is a liar as well! I tumbled into the pool to prove to you and Hal that my hero was a hero indeed. But what a poor hero! When I opened my eyes and saw poor Hal's face and felt his arms bearing me out of that icy water I realized that here was my hero, modest and unassuming, but ready when the supreme moment came."

"Where is your hero now, dear?" asked Mrs. Howard quietly.

"Down in the library, mother, waiting. I have promised to be his wife, and he is waiting for your blessing!"

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### What a Cornet Did

BY F. A. MITCHEL

O hark, O hear! How thin and clear  
And thinner, clearer, farther going!  
O sweet and far from cliff and scar  
The horns of Elfland faintly blowing!  
Blow, let us hear the purple glens replying;  
Blow, bugle; answer, echoes, dying, dying,  
dying. —Tennyson.

The killing and maiming of combatants are not all that is terrible in war. When the mailed fist is raised law, which has been the sole arbiter in the affairs of men, hides its face. The general commanding takes his place on the bench. But the general cannot even control his own troops. The victorious trooper frequently becomes a plunderer. When an army invades an enemy country those who have lived securely under the law flee before it as from an engulfing wave. And it matters not whether one is friend or foe; the soldier unrestrained by constant military discipline becomes a wild beast.

Paul Stanislaus, a Russian Pole, early developed a taste for music. When but 18 years of age, being very poor, in order to make a living he enlisted in the band of a regiment stationed at Warsaw. The instrument he played was the cornet. At this he became so proficient that when the band played in the public gardens he was frequently selected to play a solo.

On one occasion when the band was playing the national hymn at a ceremony attending the reception of the czar Paul led with his cornet. His instrument, accompanied by a hundred other pieces, rang out in such clear and inspiring tones that the emperor's admiration was excited, and he sent the musician a present of 100 rubles.

When Paul Stanislaus left the band he took his instrument with him, and many a time some ceremony was made impressive by his rendition of the national anthem. Then would the Pole forget the dismemberment of his nation or dream of the day when its three parts—Austrian, German and Russian—would be again united under one independent government.

Stanislaus drifted northward and finally married and settled down within the border of East Prussia. There he worked a little farm, but so great a portion of the year was given to winter that there was not much time left in which to grow farm products, and there was little profit.

A family grew up about him. His wife was a good manager and made the most of the scanty income. Little by little, year by year, she added something to t'

family comforts, and what she and her husband had not money to pay for they made with their own hands. When a child was born to them Paul would add an additional room to his little home, and in time there were six of these additions nestling up against the central building like so many chicks against the mother hen.

Then, too, there were frequent additions to the furniture. Paul was handy with tools, and though he had never learned the trade, he was no mean cabinetmaker. Now it was a bed, now a crib, or, rather a bunk for one of his children, now an easy-chair, all made out of plain material, but strong and not rough. And as for quilts, the wife was as apt at saving odds and ends for the purpose as patching them together.

In this way the nest grew in size and in comfort, though so slow was the process that it was like the hands of a clock that are not seen to move. Paul and his wife loved their home because they had not received it all finished at the hands of some generous giver, but had made it all themselves through a term of years. As for the children, they loved it for the best reason in the world—because it was home.

There had been when the property was bought a small mortgage on it. From the first the couple set aside a certain sum each year, if it were only 20 rubles (\$10), and slowly during a long term of years they had seen the amount they owed becoming smaller. At last it was reduced to 100 rubles, then 50, then 10. When the last 10 rubles were paid the couple invited their intimate friends to sup with them, and when all were ranged around the table Paul took the mortgage document and burned it before them. Then all drank health and prosperity to the happy family who owned their home and everything in it.

Amid the rejoicing a horseman rode up to the door and cried out:

"Are there any reservists here?"

"No. Why do you ask?"

"The kaiser has declared war against Russia, and all reservists of the first line are called to the colors."

The happiness of the Stanislaus family

was turned to anxiety. They were Russian Poles living in Germany. The boys were too young for military service, and the father was beyond the age for first line troops. But they lived on the border, on German territory, and the tide of battle was liable to sweep over them.

Day after day spark after spark lit new flames. Russia declared war against Germany. France, as Russia's ally, did the same. Germany hurried across the border into Belgium, which drew England into the fray. All was preparation, while troops were being moved to points for defense or attack. Germany, having hurled its first strength westward, gave the slow moving Russians on the east time to concentrate and take the offensive.

Then came the Russian drive into East Prussia. The army, a vast horde, crossed the line by a route leading directly toward the Stanislaus home. On they came with fire and sword, accompanied by the thunder of their guns.

"We shall be swept away before the hurricane!" cried Stanislaus. "All we have been gathering for so many years will be lost."

"You are a Russian subject," said his wife. "You have been musician in a Russian regiment. Can you not make them understand this?"

"We will be overrun with stragglers and pillagers. They will have no mercy."

One morning the devastating horde reached the Stanislaus home. They were moving to attack the Germans farther within the border. There was no fighting, but one wing of the army passed down a road not a hundred yards from the Polanders' home. A number of men bent on loot, seeing the comfortable looking house with its additions and a vegetable garden beside it, broke away from the column and scudded along, bending low to the ground so as to escape detection by their officers. The family saw them coming. The father seized a gun, but put it back. The mother fell on her knees and began to pray. The children wrung their hands, and some of them sought places in which to hide. A dozen men entered the house and began to appropriate everything in sight. They were a savage lot, and soon all thought

of what they were taking was overtopped by the occupants' fear that they would be murdered.

Stanislaus believed that if he could attract the attention of an officer he might secure protection. He started out for the purpose, but one of the troopers, probably realizing his inattention, hurled him back.

Stanislaus' cornet, on which he had played when a member of a Russian military band, hung on the wall over a fireplace. An idea occurred to him for calling for assistance. Seizing the instrument, he began to play the Russian national anthem. Clear and solemn, the beautiful air rang out, passed through the open door, its vibrations sweeping over the land far and near.

At the first notes off came the head covering of every pillager. Then they began to drop such plunder as they held in their hands; then they unloaded their pockets, all the while their heads bowed reverently.

A general riding at the head of his staff reined in his horse and listened. A brass instrument needs distance. It is "thin and clear" when heard from afar, and its harsher tones are softened. The general recognized the hymn of his fatherland. He doffed his hat. His staff followed his example. Men marching in the ranks, hearing the hymn and seeing the general uncovered, took off their hats. When the last notes died away he said:

"There is only one man who can play the hymn as it has been played, that is Paul Stanislaus of the old —th regiment, in which I was once a captain."

Then, turning his horse's head toward the house from which the sounds emanated, he rode thither, followed by his staff.

The looters saw him coming, and by the time he reached the door they were standing at attention before it, dreading his wrath.

"Paul Stanislaus, where are you?"

"Here, general!"

Stanislaus, his cornet in his hand, came out of the house and saluted.

"Do you recognize me?" asked the general.

"No, general."

"I have heard you play that anthem

many a time when I was an officer of the —th regiment of the line at Warsaw and was present when you played it before the czar, and he sent you a gift. As soon as I heard it just now I knew that you were the musician."

"Many years have passed since I was one of the band of the —th, general. We have changed."

"Why did you just play it?"

"To call an officer. I need protection."

The general understood and looked at the men who stood trembling before him. He ordered one of his staff to march them away, then dismounted and went into the house. Seeing the confusion, he knew what had occurred. A table on which were writing materials stood near, and approaching it he wrote a safeguard which he handed to Stanislaus. Then he asked him to stand in front of the house and play again the Russian hymn.

Stanislaus did as requested, and as regiment after regiment marched past on the road below each burst into song, above which rang the clear tones of the cornet. When the anthem had been repeated again and again the general said to Stanislaus:

"You may be too old to fight, but you are not too old to inspire others to fight by the soul you put into music. Here are a hundred rubles to make up for the ruin done by these pillagers, who, I promise you, shall be severely punished. After you have repaired the damage done by them I desire that you follow the army and join me wherever I may be. You shall be with me at my headquarters and before we go into battle you shall breathe love of the fatherland into the souls of my men. I as their general am expected to inspire them to deeds of valor, but were I the god of war himself I could not move them as you can move them by the power of song."

While the general was speaking these words, Stanislaus and his family stood in respectful attention. When he had finished he put spurs to his horse and rode on.

Then father, mother and children clung to one another in an embrace. Then they all fell on their knees and gave thanks. Then—they began to clean up



## The Danger of a Government Secret

BY ALAN HINSDALE

Long before the pan-European war I was in Berlin. I had especial social advantages there since a cousin of mine was married to a man occupying a confidential position in the foreign office. Her husband was very much in love with her and was used to telling her state secrets that came under his notice—of course with the understanding that she would not reveal them.

It is hard enough for men to keep secrets, but it seems harder for women. One day my cousin told me a state secret that would be immensely valuable for publication. I needed funds and would not have hesitated to sell it but for the fear of implicating the person from whom I received it. But on this account I had no thought of doing so.

But I did not guard it as I should have done. I had received considerable favor socially from Caspar von Hulig, a young German, and we had become very chummy. One evening while we were drinking wine together I broached the subject to him. He at once asked where I got my information. This brought me to my senses, and I threw him off the track by hinting at a source entirely foreign to my cousin. The same evening she sent me a note by her maid, disguised, telling me that the foreign department had become aware that its secret had got out and was hunting for the leakage. I responded that I had not implicated her and she would do well not to do anything to cause a suspicion that I had obtained the secret through her.

From that moment I was conscious of being watched. I have since thought that I would have been arrested had it not been that the government was bent upon decoying me into revealing the source from which I had obtained the secret. I refrained from any mention of the matter to Von Hulig, for I now knew that he was a secret servant of the government.

Fearing that I would be thrown into prison I determined to make an attempt to leave Germany. Had I known the workings of the German secret service as I do now I should have had little hope of

evading those who were watching me. However, I was well aware that no attempt to leave German territory would be successful unless well considered and carried out with great care.

I was but nineteen years old—not surprising to one who has read thus far in this story—and in juvenile theatricals had usually been assigned girls' parts. What little beard I had was very light, and a good shave and plenty of powder concealed it. My chief difficulty was to secure women's clothes.

I had been used to seeing my cousin quite often and thought it best to continue my visits. I went to see her, told her that I was about to light out and asked her if she could secure me woman's apparel for the purpose. She was not much older than I and, being frightened, scarcely knew whether to consent to my going or not. She finally concluded that if I could elude those watching me I would better go and promised to send me an outfit. She sent it by her maid, an Austrian, who was of great benefit to me. She brought me the clothes in the middle of the night and gave me a letter to her people in Vienna, stating that I was a friend of hers who was going to Austria to seek a position as ladies' maid. She also brought me a woman's passport.

In the morning, dressed as a girl, I left my room. On the opposite side of the street a man was lounging and I did not doubt that he was watching the house for me. He seemed not a bit suspicious of my being a woman, but I thought it best to meander for awhile through the streets before going to the station.

I had no adventure between Berlin and Vienna, though during the day a man passed through the train, scrutinizing the passengers. But he must have been looking for a man. At any rate, he paid little heed to me, and as soon as he had gone I breathed freely again. I have no doubt as soon as I was missed from my rooms every train that had left Berlin after midnight was scrutinized.

When I left Germany and crossed the Austrian border I felt very nervous until after my passport had been examined; then I felt that I had a chance for success. Nevertheless, there was plenty of

espionage in Austria, and I would not feel out of the woods until I had passed down into Italy, where I hoped to find a steamer at Genoa sailing for America.

I lived a week with the family to whom I had a letter and would have stayed longer had not a young government clerk fallen in love with me. This drove me out, and I made for Genoa and escaped to the land where nobody is watched.

My cousin never learned whether she was suspected of giving me the government secret. She never even heard that I had eluded my followers except from myself, though when I wrote her from home I dare not mention my flight. Soon after the episode her husband was removed to a department of the government where there were no secrets he could tell his wife.

It was evident that my cousin had been suspected of giving me the secret. Doubtless the government, having proof against her, preferred to prevent her sinning again without accusing her.

### A Girl of Tennessee

BY DWIGHT NORWOOD

After the close of the war between the States certain young men of the North—a number of them had served in the Union army—thought that a fine opportunity offered to go south, buy some of the plantations that were to be had for a song, and grow up with the country under the new system of free labor.

I was one of these deluded beings, I say deluded, for the South needed fully a decade to right itself after the scourge of war and the change from slave to free labor. However, this has nothing to do with my story. I had been a soldier during the war and had campaigned in the region of Tennessee which takes in the Cumberland plateau. An admirer of mountain scenery, I had fallen in love with this country and aimed when peace came to settle there.

One day I was riding along the base of the mountain, armed with drafts on Louisville with which to buy a small farm, when I overtook a couple in a buggy, a man about 30 and a girl perhaps 20. I made some inquiries of the man

and judged at once from his want of the dialect of the region that he didn't belong there. The girl was evidently indigenous to the country, not only from her looks, but her manner of speech.

The man told me that he was bent on the same errand as I—he was looking for a farm. I was some time getting on to the relationship between him and the girl, but at last learned that the night before he had stopped at her father's house. In the morning when he continued his journey she said she wished to visit a friend in Chattanooga and insisted on going with him. Since there was a vacant seat in his buggy, he could not well refuse to take her.

For the sake of company I rode directly behind the couple and had ample opportunity to observe them. It soon became evident to me that the girl was not a welcome traveling companion to the man. An unlettered "poor white" country girl, she could not talk on any subject that would interest him. Besides, something—I know not what—indicated that her presence troubled him. He was constantly making excuses for parting company with her, but they all failed to enable him to get rid of her.

Finally when evening came he told her that he was intending to bivouac for the night and she must find a house in which to sleep. She looked at me appealingly and said:

"Stranger, whar yo goin' to sleep?"

"I don't know. Why do you ask?"

"If you uns and he uns are goin' to sleep in the open, reckon I mought sleep near by."

I saw that this was an invitation in her crude way for me to constitute myself a chaperon, and I could not resist her appeal. I said I would be one of a bivouac party, and we all stopped where there was water, and as each one of us had something eatable for a luncheon we ate our supper and soon after dark found soft spots on which to sleep. I had a blanket, which I offered the girl, but she declined it, wrapping a shawl around her shoulders instead.

Puzzled as to the reason for the desire of the girl to stick to her fellow traveler, I lay awake thinking about it.

Presently I heard the man breathing as if asleep. I thought I heard a sound come from where the girl was sleeping, some 50 feet distant. I looked in that direction and saw her silhouette against the sky line. Without the slightest sound she disappeared to the eastward, which was toward the mountain.

What did it all mean? The man had all day been trying to get rid of the girl, and now she had evidently shaken him. I debated in my mind whether I should notify him of her disappearance, but I had come to believe that there was more between them than appeared on the surface, and my sympathies were rather with her than with him. So I lay still and said nothing. After awhile I slumbered.

I am a light sleeper and presently was awakened by a movement of the man who was close beside me. He was getting up stealthily, and I saw in the dim light that he had his hand on a rifle.

"What are you going to do?" I asked.

He clapped a hand on my mouth and whispered: "Don't wake that girl, I'm a revenue officer and am going to capture a still a short distance from here up in the mountain. She has suspected me from the night I stopped at her father's house and has stuck to me ever since. I fancy she thinks I'm going to trap some one in whom she has an interest. Keep still while I steal away."

"You're too late, my friend," I said. "The girl lit out some time ago."

As soon as he came to believe what I had told him he went over to where the girl had been lying and confirmed what I had said.

"She's beaten me," he said ruefully. "These country girls are not so stupid as they appear."

"Not where a lover is concerned. Ten to one you were after her best fellow."

"I reckon that's so. When I stopped at her home I was fool enough to ask if any of them knew the man I was after."

I went on to Chattanooga and on my return saw the girl again. She was very grateful to me for the part I had taken in her affair. She had just been married to the man she warned.

### Real Meaning of Our Celebration

Once again, as of yore, loud peal the bells—ringing out the glad news that it is the anniversary of the nation's birth; commemorating the magnificent achievements of those early noble patriots on that first, glorious Fourth day of July. Statesmen and orators are called upon to exercise their highest powers of eloquence in order to reimpress upon the hearts and minds of citizens now enjoying the rights and duties conferred upon them by an independent form of government to uphold those lofty ideals.

The Declaration of Independence was received with every demonstration of public rejoicing. We are told that it was read in public from the platform of an observatory in the rear of the statehouse. On the same day a brilliant fete was given in honor of the nation's birth on board the frigate Washington in the Delaware, the festivities terminating with a ball in the evening. The Declaration was read at the head of each brigade of the Continental army stationed at New York, and received with joyful huzzas.

Thus we find that whatever form these public demonstrations of rejoicing over the Nation's birth might take, they were always preceded by a careful exposition of the cause for that rejoicing.

Given a true conception of the causes, the principles and influences that should be re-examined and contemplated on every recurring July 4, the American people would impart a meaning and dignity to their festivities on the holiday of national holidays such as would preclude an indulgence in mere senseless, nerve-racking, noisy demonstrations; without thought of the why or wherefore of the occasion. Too many of our youth, notwithstanding the lessons of American history learned at school, are apt to forget the real significance of the Nation's birthday when they deem it sufficient to vent what they are pleased to call their "patriotism" in deafening hornblasts and in the free and careless use of reeking explosives and dangerous firearms.

Nor is the great mass of our foreign population which is ultimately to be consolidated into the American nation prop-

erly informed respecting the antecedent forces of the country to which they have come for refuge and for freedom.

Hence, while we move in step to martial music, with the Stars and Stripes flung to the breeze, while we dine or picnic in honor to the "Nation's day;" indeed, whatever may be the form of our rejoicing over our country's liberty, we must have a care lest we forget the real reason of our merrymaking and self-gratulation. Independence Day is ours with all the splendor of the present; freely we have taken, and continue to take all the advantages, the rights, privileges, progress and advancement that were ushered into being with the Nation's birth. Freely, then, let us give. Not a rhetorical prating of patriotic devotion to country, but the enfranchised individual's efforts to preserve the vigor and purity of the institutions of his city, state or country, the result of true patriotism which is "the noblest passion that animates a man in the character of a good citizen."

TO THE AMERICAN FLAG  
General Horatio King.

All hail our starry banner,  
The emblem of the free,  
Whose stars and stripes forever  
Shall stand for liberty!  
The world beholds thy glory.  
Bright banner of the stars,  
And nations held in bondage  
Shall break their prison bars.

To thee our holy pledges  
We solemnly renew,  
Until our hearts are silent  
To thee we will be true.  
The centuries shall claim thee  
Till time itself shall end  
And all the world proclaim thee  
Protector, savior, friend.

—Dane County (Wis.) News.

### Courts Responsible for Labor's Trials

The Central Labor Council, of Seattle, Wash., during the fall and winter has been holding a series of Sunday evening lectures on various subjects of interest to labor. Men and women of prominence who are well versed in various phases of economic and social problems have been invited to address the working people of the city and much good has resulted.

Probably none of these lectures sur-

passed in importance, however, that of Prof. J. Allen Smith, of the University of Washington, a few Sundays ago. He openly charged the courts with responsibility for much of the troubles of labor and asserted that the conflict of interests was as strong today as at any time in the past.

The *Seattle Union Record*, which is owned by the labor unions of that city, gives the following interesting account of the lecture:

"Charging that the people of this country have a wrong conception of the activities of their courts, and declaring the law as interpreted by the courts has always favored the employing class, Prof. J. Allen Smith, of the University of Washington, gave a good audience some new ideas on the manner in which legislation in the United States is enforced, at the Labor Temple Sunday evening.

"The lecturer declared that though the interests of the employer and the employed were no doubt identical in the long run, provided a just and right-minded attitude were preserved on both sides for several generations, perhaps, nevertheless, the conflict of immediate interests was just as strong today as when Adam Smith wrote 'The Wealth of Nations,' and for that reason that old-time economist's assertion that employers were as prone to combine to keep wages down as labor was to unite to raise them remained true to the present time.

"Likewise still was true the assertion made by Adam Smith that superior education, business training and other factors gave employers a marked advantage in making good their own combinations and blocking the combinations of their employees.

"The law, on its face, especially the statute law, is much less unfavorable to labor than it was in Adam Smith's day, the lecturer said, but the general statement would have to be qualified by reference to another form of law, namely, that established by court decisions, a form that had reached its highest and most oppressive development in the United States.

"Because of their purely legal training and general ignorance of economics, political and social science, philosophy and

other sources of progress and enlightenment, Professor Smith asserted, American judges, not so much the State as the Federal judges, have remained in the same state of mind as the judges of Adam Smith's time, although all the rest of the world, the lawyers excepted, have progressed.

"Hence American judges with purely legal minds follow the beaten path of precedent and decide disputes between employer and employed as they were decided when the English system of jurisprudence was young, with neither sympathy for nor understanding of social justice and progress, said Professor Smith.

"The tendency of such decisions, Professor Smith declared, has been to minimize or to nullify laws that have been passed by lawmaking bodies expressing the progressive spirit of the age, for American courts have assumed the power unknown in modern times in any other land to veto laws passed by Legislatures, and have become in fact, though not in name, the controlling legislative bodies.

"It was to emphatic and sweeping condemnation of this usurpation of legislative powers by the Federal Courts, in the last analysis by the Supreme Court of the United States, that the lecturer devoted his principal attention. The United States Supreme Court, he declared, is in fact falsely labeled and is in fact not the Supreme Court, but the supreme lawmaking body of the United States, though responsible neither to the people nor to Congress under the system that it has itself created.

"The lecturer compared the judicial systems of the United States and England, much to the disadvantage of the former, and quoted the famous Taff-Vale decision of the House of Lords as a parallel with the Danbury case, decided recently by the United States Supreme Court.

"In the Taff-Vale case the House of Lords held the individual members of a railway employees' union personally responsible for the acts of their union officials in a suit for damages brought by their employer, he said. The English labor unions went into politics and forced a parliament to repeal the decision.

"The lecturer cited two similar American cases in which the Supreme Court of the United States had made decisions that absolutely forbid any legislature, state or national, to pass laws making blacklisting by employers illegal, and commented on them as showing not only the control of the Supreme Court over legislation, but the unsympathetic attitude of the judicial mind toward labor, organized or unorganized.

"If the American people were really intelligent, was the lecturer's conclusion, 'this state of affairs could not exist over night. It would disappear before an enlightened public opinion as the fog disappears before the sun.

"He declared that the moment public opinion demanded the reform the Supreme Court would be made what it was intended to be, a great and purely judicial body, seeking to do the greatest good for all the people and recognizing in its interpretation of the laws, the spirit in which they were enacted. This he considered the greatest and only really important reform demanded in the United States. All others were subsidiary.

"The appointment of Judge L. D. Brandeis, a progressive lawyer, to the United States Supreme Court bench he regarded, he said, as the most significant political act of many years, prophetic possibly of the breaking down of an iniquitous system that should never have been permitted to come into existence. The fact that Senators hereafter are to be elected by direct vote of the people, he considered, made Brandeis' confirmation by the senate reasonably certain."

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### The Loco. Record

CHRISTCHURCH, N. Z., May 1, 1916.

The following discussion of the conditions accorded engineers in New Zealand, coupled with the statement that they receive 11 shillings (\$2.75) per day, American money; 10-6, second class, will likely interest readers who are students of conditions on foreign railroads as compared with our system of both ownership and wage-fixing systems.

The *Loco. Record* represents the interests of the employees in New Zealand.

## CONSIDERATION WANTED

It must surely be patent to the responsible officials that the Loco. men are not getting a fair deal, and the work that they are called upon to do without pay is a grievance which should be removed, and at once. For instance, a locomotive driver has to come to work in the morning about a quarter of an hour before he is booked on duty in order to sign for train advices and circulars and to examine the notice boards. A quarter of an hour is the very least he can allow himself to do this work. The Department will not sanction any pay for this very necessary work. When his day's work is done, and if he is fortunate enough to be able to get his engine put away in the meager time allowed by the Department, another quarter of an hour is required at the least to enter up the engine repairs in the journal and to again examine the notice boards, and very often he has to personally see his foreman re the engine. The Department refuses to pay for any of this time.

When the driver gets to his own home, mind you, he must take his work home with him—he is asked to make out a return showing details of the day's work. This cannot be done under a quarter of an hour, and on some suburban runs it takes more time than that. The Department refuses to pay for this time. It very often happens that he is sent out with a machine which is totally unfitted for the work it is called upon to perform, and very often a delay happens, and he has to render a report. Again, he may be asked to report upon the class of coal, oil, signals, accidents, on some acts of another which renders a report necessary, and any one of the reports takes at least a quarter to half an hour, as the men are not trained in clerical duties, and even if they were they could not do it in less than a quarter of an hour. For this work the Department absolutely refuses to give the men any remuneration. Now, then, there is at the least four quarter hours each day which the men have to work and for which they get no remuneration. Another division in the service gets consideration for work which is not paid for by receiving sick pay and extra leave. Yet the loco. men are called upon to do this work with-

out any consideration whatever. But this is not all.

It very often happens that men are sent out into the country and stand by at the convenience of the Department and the public and they get no pay for a part of their time. It often happens that men are away from home for 15 and 16 hours and their pay time is only 12 hours. Then, again, it often happens that the loco. men are booked on for continuous duty for as much as 16, 17, 18, and even 20 hours. Probably, if times are normal the men get time off, and they assert that one of these days of long hours takes as much out of them as an ordinary week's work would do, but no consideration is given for long days. Then, again, the men are booked on duty for less than four hours, and spend, if they live far from the shed, as many of them do, fully an hour walking to and from work to get in this time. Surely the men have genuine grievances which require to be remedied as soon as possible. A number of drivers in charge of country stations have to render returns of coal, etc., attend to correspondence relating to the depot and the Department looks upon this as a work of love. Again we have runs which keep the men on duty for 14 and 15 hours, and they have to come on duty the next day with barely 8 hours off duty. Taking meal time and the time booking repairs, etc., and making out reports and Loco. 1 returns, the driver has barely 5 hours in his bed for rest. Is this treating the men fairly? Men run trains very often in such a state for want of rest and long hours on duty that they cannot be held responsible for their actions when a serious accident happens, and it will be this Association's duty in such a case to let the public know what a loco. man has to endure in order to earn a very modest sum per day. It may be quite true what one correspondent stated in our JOURNAL, that if the men are not prepared to fight for their rights that they will be allowed to suffer indefinitely, but in such an enlightened country we would not deem this to be necessary. Although it has been shown from the history of labor disputes in New Zealand that where a living wage was not in dispute that the skilled respon-

sible employees had to deliver an ultimatum to their employers before their demands were given consideration and finally settled to the satisfaction of their Union. We are practically pledged to peace, but that does not mean peace at any price. It means peace with honor and not peace at the sacrifice of justice. We again appeal for consideration and the removal of many objectionable conditions of work, and trust that the appeal will not be in vain.

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### Punishment

Punishment in some form or another seems indispensable among a large body of men, and evidently it is used the world over by railway concerns in order to get their employees to do what is right in the management's judgment.

The Association has frankly discussed the matter of punishment in all its bearings with the manager, and has even invited discussion. He has expressed himself as being against punishments, but as he frankly said, "What is to be done to those who act carelessly or who openly break the regulations?" "If," he said, "the Union can show me some way or a better system of enforcing discipline, then I will only be too pleased to adopt it."

The last Grand Council discussed the matter at its meeting, and also with the manager, but they could not advance a better system. The Brown system, which is in use in America, did not appeal to them all as it savored too much of the merit and demerit system, and a certain number of demerit marks entitled one to a walking ticket. We, therefore, will be only too pleased to open our columns to the discussion of such an important matter to us all. The manager said that it gave him no pleasure to inflict punishment, and frequently he referred punishments to others in order to see if they had a different opinion from his own. Candidly, we think that the recommending of punishment is more of a pleasure to some of his subordinates, and very often they overstep the mark, and there is a miscarriage of justice. Certainly punishment is justified in cases where men defy the regulations, and they deserve all they get, but

when men are punished severely for a breach which is not committed either carelessly or flagrantly, we think the punishment has not the effect on the man which the manager thinks it has. When a man is punished who has been overanxious to do good work and has made a slip, this man becomes nervous in the execution of his work, and is more likely thereby to make a more serious mistake. Then when a man commits one error through an oversight, it may be taken for granted that he will in future pay particular attention to this particular thing. The manager took up the argument that if a man continually came late for work he should be heavily fined, and he said probably his wife would take a hand in seeing that he got there in time when she had less to spend.

This may be a reasonable enough argument for this kind of offence, and for which no union or individual can offer any excuse. In Queensland the Commissioner of Railways abolished all forms of punishment, but we understand that he had to again reinstate it.

We think it is not so much a question of the punishing of a man as it is the severity of punishment. To inflict the fine of £25 upon a driver for passing a danger signal seems comparatively out of all reason, and really it is not a deterrent, as this is a very simple mistake, for the most careful driver. The driver would be just as much concerned over the mistake or oversight and a £1 fine as he would be over the larger sum. The driver in either case realizes the gravity of the offence. When the general manager considers that more highly paid officials can remedy a mistake by an ink eraser it should either show him that the driver is excessively punished or that he is poorly remunerated for a position in which a moment's inattention or oversight is fraught with such danger. The punishments on our railways are not so severe as they were a number of years ago, and yet there is no indication that men have become more careless or indifferent in their work. What the Department really requires to do is to infuse into the men an interest in their work. Some incentive to do good work is required. There are certain mishaps which will al-

ways happen, but for ordinary lapses from duty we think an interest in their work will abolish any necessity for fines. There appears to us to be too much of the mechanical style about all and sundry, and the only blame is attachable to the Department for such a state of affairs. However, we welcome any suggestions from our members which will improve the position as regards punishment. — *The Loco. Record.*

### Long Hours and Consequences

SPRINGFIELD, ILL., June 8, 1916.

Advance sheets of the Russell Sage Foundation report on "Industrial Conditions in Springfield, Ill.," show several references to matters which concern railroad employees.

Under "Hours of Labor" the report will say among other things that "employment on the railroad offers an illustration of a combination of long hours with work requiring strained attention, and with fatal results waiting as a penalty for relaxed watchfulness." Practically all of the 1,000 men connected with the various railroads running into Springfield were working a 10-hour day or night, as the case might be. Irregular hours and the unbroken periods of work for week after week and month after month, without a regular day of rest, are other arduous features of railroad employment. One man, for instance, a railroad employee for the last 19 years and a switchman at the time interviewed, was working from 7 p. m. until 6, 7 or 8 o'clock and sometimes even later the following morning. When going to work he never knew whether he would be on duty 10, 12 or 14 hours. Seven-day labor, moreover, is the rule in the railroad business.

"In the hours of labor of railway employees the public has a special concern. Railways are public conveyances and if hours are so long as to cause undue fatigue among the workers, serious mishaps involving not only the workers but the traveling public may result. On this account several states, Indiana, Missouri and Ohio among them, have passed laws requiring for railroad workers a period of rest, usually eight hours, after a long

stretch of work. Illinois, however, even when hours of labor are directly a matter of public concern, has never seriously endeavored to regulate the work-day of men not in public employ."

### An Eight-Hour Day for All New England Women

Large numbers of women from all six of the New England states have just met in Boston, in response to a call signed by two prominent women from each state, to consider how they may best promote the passage of a bill providing for a shorter working day for women and minors, which is to be introduced into each of the New England legislatures next year.

The holding of the conference was due to the failure last winter to secure the passage in Massachusetts of a bill limiting women's hours of labor to 48 a week — an eight-hour bill. The chief opposition came from representatives of the textile trades, who argued that if the bill passed they would have to meet on unequal terms the competition of mills in states where there was no such limitation. Supporters of the bill plead in vain that the trade rivalry assumed was more in seeming than fact, since each state specialized more or less in its textile output, and that Massachusetts had really nothing to fear.

Baffled in their effort in one state, the advocates of shorter hours determined to attempt to raise the standard in all New England.

Mrs. William Z. Ripley stated the case for short hours in opening the conference. She outlined the history of long hours and poor pay in every trade where women predominate, showed that the story of women in gainful employments is "a story of underbidding, of strike-breaking, of the lowering of standards for men breadwinners."

During a whole century, she said, this has involved not only hardships to both men and women, but shocking waste to the community. Now, however, women wage-earners and their advocates have collected a great mass of facts, public opinion has been largely won over and the legal viewpoint changed from the ironclad



*non possumus* to the recognition of the prime importance of health and of all that goes to conserve health; industry must no longer flout these community standards, and legislative protection for women must be hastened.

A striking letter was read from the manager of a textile mill in California, saying that under the eight-hour law of that state "everything goes on just about as smoothly as before the law was enacted. . . . We would heartily support any movement which would make a universal eight-hour day for women, for we believe it would raise the standard of living in our country to such an extent that it would more than offset any little difference in the product of automatic machinery, which has a fixed product per hour."

Moving evidence as to the injury wrought in women's health by over-long hours of toil and of the helplessness of the unorganized in the absence of legislative protection, was given by Rose Sullivan, telephone operator; Mary Thompson, textile operative; Rose Coman, corset maker; Florence Adesca, candy worker, and Julia O'Connor, also a telephone operator and the young president of the Women's Trade Union League of Boston. Two of the girls had never spoken in public before, but they told their story clearly and convincingly.—*The Survey*.

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### An Inquiry and a Reply

From the *Survey* for May

A workingman out in Denver sat down one day last year and wrote a letter to another Denver man, one of means and influence, about some things that didn't seem right to him. He wondered what the other man thought of them.

It was a short letter and the question raised was not new, but it took the man of influence and means and broad culture more than 14 months to reply. When he did write, it was to say that he didn't believe he knew of any final answer, but he believed the thing to do at present is for "all of us to share what we have, whether it be money, or talent, or influence, or love."

Here are the two letters. The time it

took to produce the reply is not mentioned as a criticism of the writer of it, any more than the 1900 years of failure to observe the formula laid down is any proof that it is not worth trying:

DENVER, Jan. 28, 1915.

DEAR SIR: While working on your new home last year, I chanced to overhear a number of remarks which impressed me that you are a man peculiarly devoted to conscience and principle. This, together with your reputation as a man of democratic thought, leads me to wonder what men of your class, who always have abundance, think of men of my class who never have enough. I don't mean to divide all men thus into two classes; but there is a class which honestly gets plenty, and another which cannot honestly get the real necessities of life. And between these two classes there is little difference in the essentials of mental and moral constitution.

Careful comparison of rich men and their families with "common" men and their families, shows the "disqualities" of the latter to be chargeable to environment, not to nature. So when I ask, why, under the providence of God and the influence of civilization, another man's servants fare twofold better than my children, I find no satisfactory answer.

Then I wonder how the situation looks from the other side; what are the thoughts of the conscientious successful men upon this condition; their attitude toward the problem presented; their convictions as to the ethics involved; their theory as to remedy or remedies.

Allow me to illustrate: In the past three years there has never been in my family a proper supply of clothes; there has hardly been a time when the purchase of a postage stamp would not be felt. At the present time it is a serious problem whence is to come tomorrow's butter and next week's bread.

Here is a wife and mother, whose physical condition entitles her to rest rather than work, driving herself through the drudgery of a household, washing and scrubbing as well as the lighter work, refusing medical attention because the pay for it is never within sight. Here are children suffering privation and isolation for

want of good clothes and a little money for social intercourse and entertainment. Here is a husband and father finding his wages at full time insufficient, but losing a third or two-thirds time; trying other kinds of work on the side and making very little; suffering in the family's suffering until he is nearly unfit for any work.

Let me say that to me charity would be torment and philanthropy is not sought. Simply this: I, like many of my class, have wrestled vainly with this problem. Let a man under these conditions, who has earned what he could, spent nothing on vices or luxuries, thought and sought in vain, still say, "It is my fault, it is my failing." Yet, when he sees others who never feel the need of food, fuel, clothes, fellowship, entertainment or (what hurts me most) the chance of culture and refinement, he cannot fail to ask himself, "What do they think? What do they care?" Repeating the question, "How can such things be, under the providence of God and the influence of civilization?"

Respectfully yours,

DENVER, April 13, 1916.

DEAR MR. ———:

The letter which you wrote me a long time ago, and to which I replied that I hoped to answer it later, is still before me. I have not forgotten it. I have asked friends of mine how they would reply to it, but they gave me no satisfactory answer.

I used to think that every man who was industrious, ambitious and economical would ultimately rise from the bottom to the top. Horatio Alger taught me, in the days of my boyhood, that the boy who swept the store faithfully and was diligent in promoting his employer's interests, usually married the charming daughter of his employer and became the owner of the business! Perhaps that mirage did help me to press on across the desert of the early poverty of my own life, but I no longer believe in it as a law of life.

With concentrated business and wealth, with so many men dependent upon other men in this modern day, a man is not usually his own master, even if it may have been true 25 or 30 years ago. As a nation, we cannot ignore the questions

you ask. Thoughtful men everywhere concede that it is intolerable that a man of your type, in this rich country of ours, should not be able to develop the best things of life for himself and his family.

What the solution is, I do not pretend to know. I can not agree with the Socialists in their program, although I quite envy them their happy confidence that they have found the way out. Many men have a gift for business and leadership which is as real as the other gifts of men. Such men ought to use their gifts in a brotherly spirit, with a sense of deep appreciation of the large opportunity given them for helpfulness.

You close your letter with the question: "How can such things be, under the providence of God and the influence of civilization?" I do not believe that God is to be charged with such conditions. I believe that they exist because we have ignored God's commands. His requirement in the Old Testament is that we "do justly, love mercy and walk humbly," and in the New Testament, "Love thy neighbor as thyself."

Following God's commands would have developed a different condition than we now have. Following His plan would lead the strong to share with the weak, until in the acknowledgment of the fatherhood of God, the brotherhood of man would become a reality. Frankly I do not know of any other way at present than for all of us to share what we have, whether it be money, or talent, or influence, or love.

I know of few prosperous men who are satisfied with present unequal conditions; certainly I am not. We need only to look back 25 years to see the great strides which have been made in arousing public sentiment on such questions, in which every political party is concerned. Your questions would have been treated lightly 25 years ago. I have recently been in countries where such questions are never seriously raised above the tumultuous poverty, squalor and degradation of the masses. I believe this great, free country of ours is fast becoming aroused to a sense of responsibility about such matters. We shall surely find a way out.

Very truly yours,

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### Discontent

GOODLAND, KAN., May 29, 1916.

EDITOR JOURNAL: In viewing the many phases of human character one is sure to be impressed with a particular feature that stands prominent among the rest, commonly known as discontent. Probably no other trait in our makeup causes more unhappiness or unrest. Many people who are nicely situated allow this microbe to rob them of enjoyment that should be theirs.

This thought came to me while in a reminiscent mood and there came to mind three boyhood friends, whose careers serve to illustrate this human frailty. Two of the three are yet in railroad circles and therefore will mention no names. However, the boys left home in company to seek employment. One secured a position as general utility man at a railway station where he was permitted to learn telegraphy in his spare moments and received for his services \$10 a month. One of the others got a job as locomotive fireman on the same division. And while seeking employment the remaining one received information that a relative had willed him quite a sum of money, and, having an eye for business, bought a jewelry store in the town where the headquarters of this division was located.

The telegraphy student served an apprenticeship of three years, and as the wages were not sufficient for support, his fireman friend, who made as much per trip from the first as the most experienced man on the line, helped him financially

until he was given a position as operator at \$52.00 a month, and could then pay his own expenses.

Some time later the fireman's seniority advanced him through the different stages until he was entitled to a regular passenger run as engineer. And, as the operator was exceptionally attentive to business, was rewarded by being appointed dispatcher, and, as the change brought him to headquarters, the three friends were once more inhabitants of the same town, and sought each others' companionship at every opportunity. When together it was quite common for the dispatcher to lament that he had not started railroading in the motive power department, and would point out how his friend, the engineer, had made good wages while serving his apprenticeship as fireman and now had a run that paid him more than \$200 per month for less than five hours' work per day and an occupation that gave him open air exercise, while he (the dispatcher) had worked three years for wages that would not pay expenses while learning his trade and was now compelled to sit glued to a chair eight hours every day in a stuffy office for \$135.00 a month.

The engineer would usually complain that working conditions were not as good for him as they should be, and in turn the jeweler would try to convince them both that they were better off than he, and was discontented, for although he had more than \$10,000 invested, was compelled to work from 12 to 15 hours every day to keep out of a receiver's hands; and had to worry over depressed business conditions, and careless employees, while they were free from care as soon as their day's work ended; and sure of their pay whether the railroad made money or not, and would frequently remind them of a pleasure trip the three had taken where he had paid more than \$200 carfare and the railroad had given them free transportation, and, like too many others, these three men allowed discontent to rob them of enjoyment that should have been theirs.

The dispatcher looked only on the fair weather side of the engineer's life, and the engineer, having storms and adversities to contend with, pictured to himself the dispatcher sitting in a warm office, and

forgot the privations endured to get the situation, and the jeweler being preoccupied with his business, imagined that his friends had nothing to do but draw their salaries.

It seems possible to learn a lesson from this short history, as it portrays a human trait that is unfortunately too common. We go through this life and miss lots of sunshine by comparing our position with someone whom we imagine is better situated than ourselves, instead of enjoying the thought that we are more fortunate than many with whom we come in contact.

Yours fraternally,  
J. L. BOYLE, Div. 422.

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### Tell Us What You Think

We know there are many of our members who can write matter that will add to the interest of the readers as well as their own interest in the JOURNAL. There is no class of workers who are greater readers, or whose opportunity for observing things of interest is better than those of the engineers, and if any of them will take the trouble to tell us of some of their experiences in the service, or give their opinions on matters of general interest, we will do our share to put it in shape for the columns of the JOURNAL. You are meeting with things in your daily work that would be instructive to us all, so get busy, Brothers, cultivate the habit of putting your thoughts on paper and it will add to your interest in things about you as well as to that of others, who are enabled to see things that are both entertaining and instructive.

Telling unusual things you encounter in handling trains may be the means of teaching a lesson to some other Brother that possibly will give him the full benefit of your experience. We all learn from each other. Life is too short and development would be too slow if we were to rely on our own practical experiences for our education. The things that seem wrong to you, even the mistakes you have made yourself in doing some particular thing, will, if made known through the pages of the JOURNAL, prove a valuable lesson for others. We have a good many members, and among them a large proportion who

are necessarily of a studious turn of mind. The exacting nature of their service calls for that, the rapid progress in locomotive construction and railroad progress generally of the present time demands that they familiarize themselves with the operation of intricate machinery, and there is no better way for you to help the other fellow than by telling him what you have found out. The practice of doing this is like sowing seed that will give manifold return.

The various types of locomotives, with their special peculiarities, the different kinds of superheaters, stokers, etc., furnish a fund of subjects for discussion, while the air brake actually demands a close application on the part of the engineer if he would meet with the requirements of up-to-date locomotive management.

We are anxious to hear from you, Brothers; you have much to tell, so get busy, and do it now. EDITOR.

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### Open the Doors to Employment

FLINTSTONE, MO., May 5, 1916.

EDITOR JOURNAL: The enforcement of a rule providing for percentage promotion of firemen and employing of engineers would go far toward giving us an ideal organization, and one that could be properly termed a Brotherhood.

To bring this about, it is necessary to have a joint agreement between the firemen and engineers, and this should be uniform on all railroads having contracts or schedules with the two organizations.

Brothers, let's get united in a way that we will be working for our best interests as long as we remain in the engine service, and also to protect the men who have given their time and means to build up the organizations. I am firmly convinced the key to the situation is a percentage proposition for employment and promotion. I have talked it over with individual members, and am now asking for space in the JOURNAL, in the hope of getting others interested.

The promotion of all firemen to the position of engineers protects the new beginner or non-member. I will refer to one who has fired four years, during all

of which time he has been a member of the B. of L. F. & E., and has paid in quite a sum of money and given freely of his time and contributed his best endeavors to build up that organization. He is promoted and runs an engine four or five years, and joins the B. of L. E. as soon as he becomes eligible. He takes an active part in the organization as he formerly did in the Firemen's Brotherhood. Let us suppose that for some reason he loses his position, as many of our good Brothers do. What protection is given by either of the organizations in securing or in helping him to secure a position? Absolutely nothing on the majority of railroads today. Some Brother will say we have the percentage rule; true, we have it, but how many roads enforce that rule?

How is this done? We will take, for instance, the B. & O., and business demands more men. Why doesn't the B. of L. E. on that system notify the Grand Office when business increases that there is an opening for engineers, and to notify the Brothers who have an application on file to apply for the position. The reason this is not done in many cases is that some member's son is eligible for promotion, or perhaps a brother, nephew, or some other relative or a particular friend is desirous of promotion, and the man who has been firing four years and running the same length of time fails. We will say 12 firemen were employed with no railroad experience two days before an old-timer. There is no assurance they will ever become Brotherhood men, but they must be given an engine to run before the experienced man. This is where the new beginner or non-member gets the protection of the Brotherhood, and the man who has had years of experience and has given many hundreds of dollars toward the building up of the two organizations, must bring up the rear.

This is only one of the many hardships the Brother is put to who is unfortunate and loses his position. We will say a Brother lost his position while running out of some city where there were a half dozen roads with terminals. Wouldn't it be a godsend to the Brother who lost out if he could file his application and be assured he would be employed just as

soon as his turn came, on the percentage basis?

He may own his home, or have one partly paid for, or if he was renting and owned his furniture, if he was unable to secure a position and was forced to sell he would nine times out of ten have to sacrifice his home, and, to sell his furniture is but little better than giving it away. The Brother may have lost his job in Maine, and secured employment in Washington or Oregon, incurring the risk of traveling as well as the expense for himself and family.

I realize a uniform percentage rule adopted or agreed to by the railroads will not solve the problem. We must find a way to enforce the rule when it is adopted. This will have to be done other than through the men on the system; for, Brothers, let us be candid, and acknowledge that relations and friends come before the good of the Order, and what we owe to a Brotherhood man. Any member can see this on his own system. I will confess to mine, which is Panama. There were many men running engines in Panama who did not have the required amount of experience, but secured the position through a relative or friend. We did not apply to the Grand Office in all cases to furnish the men.

Brothers, I am not looking for a job, as is usually the case when this subject of percentage is raised, but I know this is the key to the situation, that will provide for the protection of all Brotherhood men as well as to prevent expulsions, and I think the railroads would appreciate the fact that it would be for the benefit of all concerned, as they would have the advantage of securing experienced men.

Fraternally,

J. J. BRIDGES, Div. 756, C. Z.

### Eight-Hour Day

DOTHAN, ALA., May 2, 1916.

EDITOR JOURNAL: Go on, Brothers, let's have more discussions on the subject of the eight-hour law and closed shop. The purpose of the JOURNAL is to discuss our opinions on such subjects. The agitations of the eight-hour law by several worthy Brothers through the JOURNAL

and the impositions handed down in the form of tonnage and heavy power have brought to bear upon the sympathetic nerve of every far-seeing Brother the necessity of better working conditions; and inasmuch as the railroads have a right to use heavier power to eliminate expenses and profit thereby, we, the men, who face death at every turn of the wheel, and the distance between us and eternity is only one and one-eighth of an inch—the thickness of the wheel flange—we have the right to come together and say to these managements who represent capital and strength, "This day we require the better working conditions and a living chance."

David says in the 133rd Psalm and first verse: "Behold how good and how pleasant it is for brethren to dwell together in unity." When we think how weak and what little power we have as compared with the great giant, "capital," that we are going out to fight with, let us feel as strong as David did when he went out to fight Goliath with only a sling and a few stones for his ammunition and gun. Such facilities for fighting as he had compared with the modern warfare of today seems like a joke, but nevertheless it is true. Through faith and courage he fought the battle with the giant and the victory was David's.

Let us not lose sight of these facts when we start to better our conditions. Get together in one great body as we did on the eight-hour law and go forth with faith and courage asking for the proposed contract to be granted without "arbitration," for when a great move like this is left to be arbitrated, choosing disinterested men to act as the jurors in the case is difficult, as some of them are not as familiar with the conditions as we are, and possibly more influenced by money than sympathy for labor. If there were fifty men used to arbitrate this matter the railroads throughout the nation, if they thought the victory could be reached by donating \$1,000,000 to each member of their side of the arbitration board to win the fight, I doubt if they would hesitate a moment to give this amount; therefore, Brothers, I feel that if arbitration in a case of this kind can be avoided, it is best and safest.

Behind us we have the endorsement of the general public and especially the shippers. Let us think for a moment what great influence the shippers bring to bear upon a subject like this. They want efficient service and in short they mean the great fountainhead of the financial stream that quenches the thirst and fills the demands of these great corporations today. Some argue the point it will bring about Government ownership of railroads. Not so. Why should the Government own the railroads when they can control them just as they are now? In my mind there is every reason why these measures should be made law, and very few reasons why they should not. The responsibility and efficiency of men has grown evenly, so if not larger in proportion today, with the modern type of engines than years ago, when these were in appearance as compared with today's engines, nothing more than toys. Our working conditions have improved largely, but nothing to be compared with the great giants our men are having to run now, some of which are so large that a flexible joint is required in the boilers to allow the engine to get around curves, requires stepladders to oil around, and almost like walking a city block to go out and adjust the headlight.

Such improvements in rolling stock as this has brought to bear upon the minds and necessities of our Brothers to improve our side of the question. In conclusion let me say, Brothers, hold fast to that which is good and forsake that which is evil.

If these blessings that we are striving so hard for are bestowed upon us, give us more time at home, let us not lose sight of the fact that our working conditions have been greatly improved. Commence that day to improve our daily walks in life; wave high the banner of Brotherhood, and never lose sight of the fact that in unity there is strength. Help to get a 100 per cent strong Brotherhood throughout the nation. Do everything to induce our fellow non-union men to come in by picturing to them these great facts, and then if they say no, let us so put our laws to close our shops, and let our slogan be, "Equal rights to all and special privileges to none," thus applied to Brotherhood men. Fraternally, R. C. WOODHAM, Div. 332.



Pro. Dan Murphy, Div. 82

**Bro. Dan Murphy, Div. 82**

SIOUX CITY, IOWA, May 9, 1916.

EDITOR JOURNAL: I am inclosing photograph of Brother Dan Murphy, Div. 82, who has just received his honorary badge for 40 years' continuous membership in the B. of L. E.

Brother Murphy commenced work on the Chicago & Great Eastern Ry., now called the Pan Handle, in 1867. He worked there until 1872, then went to the P. T. & W. out of Peoria, Ill.; worked there one year, then returned to the Pan Handle and worked there until 1881, when he came to the F. E. & M. V., now the C. & N. W.; worked for this company one year, and in 1882 came to the C., St. P., M. & O. Ry., where he remained until pensioned in 1914.

Bro. Murphy joined Div. 20 in 1875, transferred to Div. 82 in 1883, where he still holds membership.

He now resides in Omaha, Nebr., and has two daughters living in Sioux City, Iowa, and a son living at Norfolk, Nebr., who is general foreman for the C. & N. W. at that place.

Brother Murphy still enjoys good health and is very proud of the well deserved honorary badge which he has received from the Grand Division.

Yours fraternally, S.-T. Div. 82.

**Brother Jas. C. Lynch, Hon. Member**

LOS ANGELES, CAL., May 8, 1916.

EDITOR JOURNAL: I wish to thank the G. I. D. and officers and members of Div. 662, Los Angeles, California, for the honorary badge, for which I am very grateful for the honor.

In complying with the usual custom, I am sending herewith a short review of my career in the railroad service.

I was born in the county of Mayo, Ireland, in 1846; came to this country with my parents when a boy and settled in western New York, near Lockport.

My first railroading was on section in 1864 and 1865; went from there braking for Conductor E. B. Woodard on what was then known as the stock train between Niagara Falls and Rochester, N. Y. Worked on that division braking and running train until spring of 1870. In those days we received \$45 per month for braking and \$65 for running train. In the spring of 1870, I came west and went to firing on the Wabash out of Springfield, Ill. Tom Gorman was M. M. at that time. On March 6, 1873, I was promoted to engineer in road service and joined Div. 23 at Springfield, Ill., in September, 1873. In those days it was optional with Divisions to initiate a young



Bro. Jas. Curtis Lynch, Div. 662

runner in six months or one year. They judged from the work done in road service.

I was so anxious to become a member of the B. of L. E. I paid all of the assessments from the time I was promoted in the summer of 1880.

I quit the Wabash and worked for a short time out of Beardstown for the C. B. & Q.; went from there to the C. & A. out of Bloomington; worked there two years; went from there to C. M. & St. P., when they were building the Council Bluffs division, under John Taylor, who was M. M. at Racine, Wis. A. J. Earling was then Supt. of Construction on this division. I left the C. M. & St. P. and was looking for milder climate, and hiked for Texas and hired out at Marshall, Texas, under John Haggerty, N. M. That was in March, 1884. Remained there until December, 1886, on the Texas Pacific, then left there and came direct to southern California and went to work on the A. T. & S. Fe—it was known then as the California Southern; Charles Daniels was then M. M. at National City; this was headquarters, and I found the place at last that I was looking for—land of sunshine and flowers.

Transferred to Div. 398 and I am here to stay for all time on earth.

I haven't been in railroad service since 1906. I accumulated enough in my younger days to keep me in comfort in my old days, by being careful with what I possessed.

With best wishes for the future welfare of the B. of L. E., I remain,

Yours fraternally,

JAS. CURTIS LYNCH.

Bro. I. R. Sweets, Div. 512

EAST ST. LOUIS, ILL., June 2, 1916.

EDITOR JOURNAL: I was born in Bardstown, Nelson County, Ky., May 9, 1853. At the age of 14 I went to work at the old water power grist mill, earning 25 cents a day, for 12 hours constituted a day's work then. When 16 years old I began learning the blacksmith trade, working with my brother, Joseph Sweets, at Elizabethtown, Ky.

About the time I finished that trade General Custer was stationed there with Company A, Seventh Cavalry, and we



Bro. I. R. Sweets, Div. 512

had the contract of shoeing their horses from the Government.

I was well acquainted with General Custer, Captain Smith and Lieutenant Calhoun, and a large number of the soldiers that were massacred at the Black Hills in the battle of the Little Big Horn.

Was a charter member of Div. 245, at Charleston, Ill., and have never been in arrears for dues in all these years. Was placed on the roll of honor by the Illinois Central Railroad February 1.

Yours fraternally,

I. R. SWEETS, Div. 512.

Bro. T. B. Wardell Honored

WORCESTER, MASS., May 15, 1916.

EDITOR JOURNAL: I want to give you a little sketch of our life in Massachusetts, or of one member of Div. 64, at least.

We seldom see anything from this way in the JOURNAL, but we are very much alive just the same if we do not tell you of it.

One of the most pleasant gatherings ever held by Div. 64 was held May 7, in Castle Hall. Meeting was called to order at 12:30 by Chief Engineer Paddock. After a short business meeting the hall was opened to members and friends of Div.





Bro. T. B. Wardell, Div. 64

64, B. of L. E., and Div. 224, G. I. A. At 2 p. m., all formed in line and marched to Banquet Hall, where about 75 sat down to tables laden with all the good things we could eat.

This gathering was planned by the men as a testimonial to Bro. T. B. Wardell. The men called upon the ladies to help them, which they very willingly did, as Brother Wardell is always ready to help them—even to washing dishes.

As a guest of the day we had with us Mr. Walter Wardell, ex-mayor of Cambridge, Mass., and a brother of T. B., who entertained with witty stories of their lives both here and in the South.

There were also piano selections by Richard Sherman and Miss Young, son and daughter of Brother engineers, also readings by Masters Ernest and Arthur Perry.

Brother Paddock, then, in behalf of Div. 64, presented Brother Wardell with a purse of \$75. He very feelingly responded, then gave us a little history of his railroad life.

Then, to his surprise, President Sister Frost stepped forward and, in behalf of Div. 224, G. I. A., presented him with a five-dollar goldpiece, and Sister Wardell with a bouquet of jack roses.

Brother Wardell was born in Richmond, Va., September 24, 1852; was educated in the public schools, later going to Richmond University. He then took an examination at West Point and passed, but decided to take up railroading instead. He went firing on the old Providence & Worcester division at the age of 19 years, firing only nine months, when he was promoted to engineer April 12, 1872.

He joined Div. 57, Providence, R. I., where he was very active, and it was there he attended the first union meeting ever held, Chief Arthur being present.

He has been a delegate to three conventions.

He was transferred from Div. 57 to Div. 64 in December, 1894. He is secretary-treasurer, which office he has held for the past 12 years. He has held every office in the B. of L. E., except guide. Was secretary-treasurer and treasurer of the Legislative Board for ten years, resigning in 1915.

After a clean record of 43 years as engineer he was pensioned on March 2, 1915.

I cannot do our esteemed Brother justice in this little report of his life work. There are many more things I could say, but we must not fill the JOURNAL. He is a very modest young man and could not be persuaded to write this himself.

Yours for the love of the Order,

L. E. PADDOCK.

### Railroad Men's Home

HIGHLAND PARK, ILL., June 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month ended May 31, 1916:

#### SUMMARY.

Grand Division, B. of L. E.	\$2803 45
Grand Division, G. I. A. to B. of L. E.	1208 65
Grand Lodge B. of L. F. & E.	80 00
Grand Division, O. R. C.	55 00
B. of R. T. Lodges	9 00
John Wehrly, Div. 4, B. of R. T.	750 00
From members of Lodge 313, B. of R. T., and others	16 50
From employees of the Illinois Northern Railway, Chicago, Ill.	13 00
Sale of old posts	10 00
Harry C. McCoy, Div. 623, B. of R. T.	5 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 877, B. of R. T.	1 00
C. S. McKay, Div. 113, B. of L. E.	1 00
From a member of Div. 249, B. of L. E.	1 00

\$4954 60

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Digit Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3831 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1827 Sherwin avenue, North Side, Chicago, Ill.

### Value of Friends

The friends that love us always,  
In the good times and the bad,  
The friends that love us always  
Are the friends that keep us glad.

The friends that cling in tempest,  
As they do in calm are those  
That have made the path of hardship  
Seem the paths of song and rose.

The friends that love us always  
If we go their way or not,  
Are the friends that hearts remember  
When the others are forgot.

The friends that stick the closest  
When the trouble grows the worst,  
The friends that love us always  
Just the way they did at first.

They are the crowning jewels  
Of the coronets we weave,  
In the dreams of tender moments,  
When the troubles start to leave.

And we lip their names forever,  
And we see their faces clear;  
The friends that love us always  
In the sun or shadows dear. M.Z.

### Should a Woman Work Outside of the Home?

One of Trenton's most progressive and most useful organizations is the XCIX club. At one of their recent meetings, they debated the question "That a Woman is justified in working outside the home," and we give herewith the argument advanced by Mrs. Helen M. Carhart, who took the affirmative side of the question. Later we hope to secure a copy of the negative side and let the readers of the JOURNAL be the judges.

MRS. CARHART.

Personally, I am so old-fashioned that I think a woman's place is in the home, but I've given her a square deal and believe the most of you will side with the affirmative—"That a woman is justified in working outside the home."

Here is what one woman has to say about it: I am a working woman, married, so I believe I know something of it. I have held this position two years and pride myself that my work is satisfactory.

That girls and woman hold positions that young men or elderly men should have is erroneous.

Any woman who goes to business school and studies to become efficient in office work or higher positions, is entitled to positions the same as men. If a man has to cope with the woman in looking for a position and lets the woman step in ahead of him it is his lack of education or ability; for a good man usually does not consider the woman as holding the position he should have.

Of course, the girls behind the counters in the big dry goods stores are holding hundreds of positions our very young men might be able to secure, but when a man wants to work at all, he should qualify himself for a real position, such as a real man should wish for, and not cry out against the poor women and girls who are struggling for a living. Nine out of every ten women have to work, either from the husband's salary not being large enough to supply the necessities or from an unsuccessful marriage. No woman works for fun or to keep men and boys out of employment.

I think that business ideals have been

lifted to an entirely new level since women entered the great outside work.

There is a different atmosphere in offices and shops and wholesale concerns today from what was usual a few years ago.

I believe women's business ideals are higher than those men held in my youth, and I think men have followed where they led."

There are many women who are in business for themselves—decorators, lunch-room and tea-room owners, real estate agents, lawyers and doctors—and those women run their business according to the highest precepts of honor and good breeding. A great deal of the modern agitation for stricter business morals, for clean advertising and such things comes because of this boost women have given to the working world.

There are 23,000 women on the pay-roll of New York City and Father Knickerbocker holds the opinion that women are as capable as men in performing any kind of labor. The legions are doing almost every imaginable kind of work, from filling important executive positions to scrubbing floors.

Valuable, delicate, exacting work of all kinds is being done by women city employees.

Furthermore, woman as a city employee has come to stay. Her worth and importance are being realized by those for whom she works.

Girls and women, as well as men and boys, in order to live, must have food, clothing and shelter.

These things can be produced only by work, and therefore the right work should belong to everyone.

The Government of the United States was established on the basis that all men, including women, of course, are endowed with certain inalienable rights, among which are life, liberty, and the pursuit of happiness.

This world owes no one a living, but it certainly owes every one the right to make a living, the right to a job.

Such a condition could be established very easily. The only thing to prevent it is the greed of the few and the ignorance of the masses. But the way to begin is not to attempt to prevent anyone from

working, but to make a condition in which everyone has the right to work.

One stenographer who has tried both, says stenography pays better than marriage, and the hours are shorter.

Here is another argument from an economical independent wife, in *Harper's Weekly*:

"When I say that I am economically independent, I mean that by the sweat of my brow I pay for my food and shelter, buy my own clothes and tennis balls, and drop my own nickels in the pay-as-you-enter boxes.

"Luckily, my husband is a poor man, and thereby I escape any number of embarrassing financial adjustments due to differing standards of living.

"From the day we paid our own car fares down to the city hall and went halves on the license his attitude has been one of matter-of-fact equality.

"For two years before our marriage I shared a flat with one girl friend or another.

"Far from interfering with my arrangements of work and housekeeping the change from girl friend to Peter as housemate has facilitated them.

"The fair prospect of permanence in our communal enterprise gives it an advantage over the month by month plan always inevitable with two young unmarried women. Moreover, the co-operative acquisition of a few essentials like the Encyclopedia Britannica and the electric toaster is now feasible.

"Be it known to all whom it may concern—I cook for my husband. And he cooks for me, especially breakfast. Lunch is eaten wherever the noon hour finds us. Dinner we cook for ourselves or take out. For dinner parties a little more formal than usual we import a cook.

"The first year we 'picked up' after ourselves and kept fairly neat with a woman in once a week for general cleaning.

"Since then we have used the plan of having a woman daily while we are away at work. This is cheap and most satisfactory. The dinner dishes from the night before she finds stacked in the kitchen. As she comes in the morning, the breakfast things are left on the table

for her to clear off. An hour to an hour and a half and all the housework is done. And yet we are still told that woman's place is in the home!

"We are rather proud of our plan for purchasing. At first I, being the more accomplished housekeeper, did it all. But Peter's consistency chafed under this arrangement and we worked out a fair division. He keeps us supplied with all the regular day-by-day things, like bread and fruit and sugar and marmalade, and I purchase the specials, such as steaks and salads and desserts. The plan works like a charm for Peter has the gift of systematizing things.

That covers the housework except laundry and mending. Even in regular households the wash is sent out nowadays, and, of course, ours is too. As to mending, said Peter, 'Inasmuch as there is no corresponding service which I am permitted to render, don't you think it would be fair for me to pay for darning my socks and sewing on my buttons?' I am not sentimental, and I have often made the price of a chicken pie in the course of two weeks' mending. My terms for such unskilled labor are 25 cents an hour.

"Perhaps the greatest single advantage to Peter in my self-support is that he is free from the impetus to become a money-maker. There is never a sealskin coat for me or a trip to the shore to egg him on to greater effort. Opportunity, in flat defiance of tradition, has thrice come knocking at his door with financially tempting offers. With a wife to support, he had not dared refuse the least unpleasant of these chances. But free to follow his own preference, he turned a deaf ear to the better paid, less interesting job each time and stuck at his dear old chosen task. Surely inventors and poets and all men who work more for joy than for hire, are eager for the economic independence of wives.

"Spice is added to the everydayness of our household economics by the reason of our friends and relatives. One beloved inmate declares that it is as good as a Shaw play to hear us settling accounts. 'Peter, you owe me 75 cents; I paid \$1.50 for groceries today.'

"Yes," he retorts 'but I paid the gas

bill and gave the janitor a quarter and didn't I pay your carfare last night? Yes, that makes \$1.58; half is .79, plus five's .84. You owe me nine cents.' And solemnly I hand it over."

Rapidly increasing is the number of women who find it unthinkable to ask another human being, whether father or husband, "Please may I have a new pair of shoes?" But self-respect is only one of the blessings of economic independence. With it comes freedom as only the strong are free, confidence and joy of living, and such comradeship between man and woman as never was known in all the history of the world.

[Mrs. Carhart is a member of our Order in Trenton, Mo.—EDITOR.]

### Making Sunday a Burden

Instead of being a day of rest, Sunday is the most burdensome day of the week to many mothers. The children must be gotten ready for Sunday school and church. The Sunday dinner, in many homes, is the heaviest meal of the week, and causes more work and worry than any other meal served in the home. Monday morning comes as a relief to the tired woman who, instead of looking forward to the next Sunday as a day of rest, rejoices that it will be six full days before she has to go through another Sunday.

This is exactly as it should not be. Sunday was intended for a day of rest. If it is not a day of rest in the home, there is something wrong somewhere. If mother does not begin the week on Monday morning refreshed and recreated, then the observance of Sunday has been worse than vain.

Instead of being the most lavish, the Sunday meals should be the simplest—the least troublesome to prepare, the least annoying to provide. This, in itself, would do much to reduce the burdens of the day; in fact, it would so greatly reduce the annoyances of mother that she would consider the day a day of rest, regardless of the other worries with which she has to contend. Then, if she received that help and co-operation from others, upon the Sabbath, which she is entitled to—if she were allowed to divide her work

and worries with others with whom they should be divided—she would not look forward to Sunday with dread, as is now too frequently the case.

One day of rest out of seven is demanded by nature. The physical body is not capable of a sustained effort every day in the week without a halt—not for any considerable length of time. Even if one did not require a spiritual awakening one day in the week, the necessity for a physical relaxation ought to prompt man to lay aside all cares and ceremonies for that length of time—and the woman of the house should be considered as needing the relaxation more than any other member of the household. —*N. Y. Times.*

### The Runaway Boy

To what healthy, eager boy has not come, more than once, the temptation to run away from home? Undoubtedly very few. They read of the wonderful experiences and spectacular achievements of runaway boys in story books, and occasionally the world hears of a successful man who boasts that he started to win fame and fortune with nothing but the little bundle he took with him when, as a lad, he stole away in the night from the home that had become unendurably monotonous and commonplace to him.

But the boy seldom hears anything about what really happens to runaways. Even those of them that win out in the end are compelled to go through ordeals such as not many boys can stand. And there are very few that do win. Ninety-nine in a hundred of the runaways who are not rescued fall victims of the hard and vicious conditions they soon find themselves in, and their lives are wrecked. Most of them become recruits of the gutter squad and the barroom gang and eventually find their way to the inside of prisons. Yet the average boy always will dream dangerous dreams of a great, free life, where excitement and glory await him.

One such, aged fourteen, lived in Philadelphia. He had a comfortable home, plenty to eat and wear, and good parents. But a short time ago he told his playmates that he was tired of attending school and "doing chores" and was going

to run away and make his fortune. Then he disappeared. Two weeks later he was found by the police in a neighboring city, ragged, forlorn, half-sick and half-starved, with a partly-eaten loaf of bread under his arm. He had been too proud to go back, but he was glad to be caught and did not hesitate to say so:

Those fellers who write books about kids goin' out into the world and makin' their fortunes, ought to be locked up. It's all bunk. I ain't seen no fortune or no fame since I left home. I have seen nothin' but cold nights and hard knocks. Nights I slept on top of a gratin' of the engine room of a bakery to keep warm. For two weeks I have lived on nothin' but bread given me by drivers of the bakery. I never want to see no more bread. Believe me, I'll never kick on the cookin' at home again. One of those home meals will look like a feast for a king when I get there. Huh! fame and fortune—there ain't no such things for kids. I want to go home.

It would be a good thing if every father who has boys that are approaching the age of this repentant youngster would read this confession to them. He may believe they are beyond the reach of the runaway microbe, but if he thinks back carefully he will probably be able to recollect that he had it himself when he was a boy. —*Cleveland News.*

### Love's Mission

BY RALPH G. TAYLOR

There's a mighty lot of sunshine  
Just behind the darkest cloud;  
There's a lot of fragrant flowers  
That should hide the blackest shroud;  
There are hearts each day that are starving  
For a word of love and cheer;  
There's a load that we may lighten  
Every day throughout the year.

Tell the wife that is so faithful  
To her duties day by day,  
That you love her, and the telling  
Will make brighter, still, the way.  
Be to her the same fond lover  
That you were so long ago,  
Ere the years had brought their sorrow,  
And her curls were bleached to snow.

Tell your friends about your friendships  
When his days are dark and drear;  
Scatter love for it is worship—  
Let him feel that Heav'n is here.  
Oh, the loads of grief and worry  
We could lessen if we would;  
How the birds of joy would blossom  
If each one were understood.

There's a mighty lot of sunshine  
Just behind the darkest cloud;  
There's a lot of flowers blooming  
That should hide the blackest shroud.  
There is love enough, my brother.  
For us all that labor here—  
All we need is but to tell it  
Every day throughout the year.

### Two Days

There are two days of the week upon which and about which I never worry. Two care-free days, kept sacredly free from fear and apprehension.

One of these days is yesterday. Yesterday, with all its cares and frets, with all its pains and aches, all its faults and blunders, has passed forever beyond the reach of my recall. I cannot undo an act that I wrought; I cannot unsay a word that I said on yesterday. All that it holds of my life, of wrongs, regret and sorrow, is in the hands of the Mighty Love that can bring the honey out of the rock, and sweet waters out of the bitterest desert—that love that can make the wrong things right, that can turn weeping into laughter, that can give beauty for ashes, the garment of praise for the spirit of heaviness, joy of the morning for the woe of the night.

Save for the beautiful memories sweet and tender, that linger like the perfume of roses in the heart of the day that is gone, I have nothing to do with yesterday. It was mine; it is God's.

And the other day I do not worry about is tomorrow. Tomorrow with all its possibilities, adversities, its burdens, its perils, its large promise and poor performance, its failures and mistakes, is far beyond the reach of my mastery as its dead sister, yesterday. It is a day of God's. Its sun will rise in roseate splendor, or behind a mask of weeping clouds. But it will rise. Until then, the same love and patience that hold yesterday and held tomorrow, shining with tender promise into the heart of today, I have no possession in that unborn day of grace. All else is in the safe-keeping of the Infinite Love that holds for me the treasure of yesterday. The love that is higher than the stars, wider than the skies, deeper than the seas. Tomorrow—it is God's day. It will be mine.

There is left for myself, then, but one day of the week—today. Any man can fight the battles of today. Any woman can carry the burdens of just one day. Any man can resist the temptations of today. O friends, it is only when the burdens and cares of today carefully

measured out to us by the Infinite Wisdom and Might that gives with them the promise, "As thy day, so shall thy strength be," we willfully add the burdens of those two awful eternities—yesterday and tomorrow—such burdens as only the mighty God can sustain—that we break down. It isn't the experience of today that drives men mad. It is the remorse for something that happened yesterday, the dread of what tomorrow may disclose.

These are God's days. Leave them with Him.

Therefore, I think, and I do, and I journey but one day at a time. That is an easy day. That is the man's day. Nay, rather, that is our day—God's and mine. And while faithfully and dutifully I run my course, and work my appointed task on that day of ours, God the Almighty and All-loving takes care of yesterday and tomorrow. ROBERT J. BURDETTE.

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### Woman's Idle Hours

"Please state to the court exactly what you did between 8 and 9 o'clock Wednesday morning," said a lawyer to a delicate looking little woman in the witness box, as reported in a Kansas paper.

"Well," she said, after a moment's reflection. "I washed my two children and got them ready for school, and sewed a button on Johnny's coat and mended a rent in Nellie's dress. Then I tidied up my sitting-room and made two beds, and watered my plants and glanced over the morning paper. Then I dusted my parlor and set things to rights in it, and washed some lamp chimneys and combed the baby's hair and sewed a button on one of her little shoes; and then I swept my outside steps and brushed and put away the children's Sunday clothes, and wrote a note to Johnny's teacher asking her to excuse him for not being at school on Friday. Then I fed my canary and cleared off the breakfast table and gave the grocer's boy an order, and then I sat down and rested a few minutes before the clock struck 9. That's all."

"All," said the dazed lawyer. "Excuse me, your honor, I must get my breath before I call the next witness."

### Widows' Rings

By their rings shall ye know them. The proper ring for a widow will be a circlet of gold, with a streak of black enamel running through the center. Aside from being worn as a memento for the departed, it would indicate the widow's matrimonial standing.

That grass widows may be distinguished from the real ones, a streak of green enamel is substituted for the black. In event of her receiving alimony or a settlement, diamonds will be set in the enamel.—T. L. Combs, President Jewelers' Association.

WOMEN have eight-hour work days in five of the eleven suffrage States—Washington, California, Arizona, Colorado and Wyoming.

### Union Meeting at Syracuse, N. Y.

A splendid meeting was held under the joint supervision of Divs. 75, 249, 292 and 369, at Syracuse, on May 9.

The Presidents, Sisters Lamphere, McCarthy, Van Clief and Winspear were on hand at the hour appointed with the members of their Divisions ready to entertain guests and do the ritual work.

Both entertaining and floor work were done to perfection. Three Grand Officers were in Syracuse to lend their aid in making for success: Sister Cassell, Grand Vice-President; Sister Bailey, Grand Treasurer; and Sister Miller, Ass't Grand Vice-President.

Much to the regret of all, Sister Bailey was unable to attend the meeting on account of an automobile accident in the morning, in which she and Sister Fogarty, of Syracuse, were somewhat injured. (At this writing Sister Bailey is well on the road to recovery and Sister Fogarty improving.)

Seventeen Divisions were represented from surrounding cities, and 15 Presidents graced the occasion. Everywhere the good work of Sister Miller was in evidence, as she was chairman of the work done by the four local Divisions. Meeting was held in the auditorium of the First Baptist Church.

This church deserves more than a pass-

ing mention, as there are only three other such church buildings in the United States like it. It is a beautiful stone building, fireproof, built of steel and concrete, with a hotel called "The Mizpah" in connection. The 120 rooms are on the three upper floors above the church proper, and are beautiful and modern in every respect. Two features characterize the Mizpah policy—fixed rates and no tips.

During the business session, after the talks given by Grand Officers and others, at the suggestion of Sister Miller a collection was taken up for the benefit of the Orphans' Fund, which amounted to \$33. This splendid offering was forwarded to the Grand Secretary to be added to the fund as a gift from the Syracuse union meeting.

Gifts of gold pieces were presented to the Grand Officers, and Div. 75 presented a seal purse to Sister Miller. One could see that perfect harmony prevailed in Syracuse, and it was indeed a pleasure to have a part in such a splendid meeting. Supper was served in the Mizpah cafe, and this affair will go down in G. I. A. history as one of the most successful meetings ever held. The thanks of the entire Order are due the family of Bro. Jas. Fogarty and Sister Mary Miller for their tender care of Sister Bailey during the following week, while confined in the home of Brother Fogarty. We will never forget their kindness, and for them we hope and pray for the speedy recovery of Sister Fogarty who, in trying to give pleasure to the Grand Officers, was the most severely injured of all in the unfortunate accident of the auto tip-over. Of course this put a damper on the long-looked-forward-to meeting, but it was a most beautiful meeting nevertheless, and great credit must be given the four Syracuse Divisions that went together in such a sisterly spirit.

M. E. C.

### Ohio State Meeting

The Ohio State meeting was held on May 25th, in Lima. Div. 873 welcomed the guests in a royal manner, every one being met as they arrived on the trains; Brothers C. E. Miller, Chas. Ohlinger, and Geo. Shambon being in evidence at

all times to assist the ladies wherever needed. Lima is a beautiful city and the day set for the meeting was a delightful one.

At 10 a. m., Sister C. E. Miller, Pres. of Div. 373, sounded the gavel, and the meeting so long looked for was on.

The beautiful Elks' Hall was the scene of a fine gathering of 200 Sisters from various Divisions, and Sisters Cassell, Garrett and Janney represented the Grand Office.

After greetings were extended by Sister Miller on behalf of the local Division, and opening ceremonies, with part of the ritual work, was done, all adjourned to a near-by church, where an excellent dinner had been prepared.

The afternoon session was full of fraternal spirit, as was shown by the voluntary donation taken up for the Orphans' Fund. This amounted to \$28.00, which was sent to the Grand Secretary and so the good work goes on; and this great benevolence of the G. I. A. is going to receive the support of every loyal Sister.

It was a matter of regret because the Grand President was not present, she being in another place attending a similar meeting.

Baskets of flowers were presented to Sisters Cassell and Miller from Div. 373, and a large basket of carnations was sent in by the Sisters of the B. of L. F. & E. The date and place of the next meeting was left open, but the probability is that it will either be in Bellaire or Columbus. Div. 373, with their splendid President, was given a hearty vote of thanks for the success of the State meeting.

#### Meeting in Oswego

Div. 315, Oswego, N. Y., received a visit from Grand Officers Cassell and Miller the day following the Syracuse union meeting.

Twenty-six happy congenial Sisters turned out to greet them, and with their President Sister Barrington in the lead, made the occasion one to be remembered.

The B. of L. E. Division in Oswego has a hall fitted up over the depot of the O. & W. R. R.

This makes them a fine home, as here

they have a hall, dining room and kitchen fully equipped. After the regular meeting a splendid supper was served, to which the Brothers and families were invited.

The tables were beautiful with flowers and favors. Oswego is the home of Brother Shandy McGuire, and it was a great pleasure to meet his wife and daughter upon this occasion. The sons and daughters of engineers delighted us with music and song. Ruth O'Brien, granddaughter of Shandy McGuire, favored us with vocal solos, showing a voice of great promise.

Div. 315 upon this occasion donated \$10 to the Silver Anniversary Fund, which act demonstrates their good hearts.

Tokens were presented to Sisters Cassell and Miller and one sent up to Syracuse to Sister Bailey, who had planned to be present, but was unable to do so.

Sister Cassell responded for herself and Sister Bailey, and Sister Miller for herself, complimenting the Division to which she is much attached.

This meeting in Oswego will never be forgotten.  
G. V. PRES.

#### Twenty-Fifth Anniversary

Div. 99, Boston, Mass., celebrated its 25th anniversary in a very fitting way with a banquet and entertainment, having as its guests First Asst. Grand Vice President Sister Cook and eleven of the 43 charter members.

The President, Sister Place, gave the visitors and members a few words of welcome, and Sister Cook, who organized us 25 years ago, also gave us a nice talk on the good accomplished by our noble Order. Brother F. S. Evans, whose good name we carry, was unable to be present, but sent us a beautiful bouquet with his regrets. Master Gerald Brown did a solo dance which was so pleasing he had to respond to an encore. The rest of the evening was given to two entertainers. During the evening, Sister Wilkens, on behalf of the members, presented Sister Allan with a beautiful mahogany desk, and the chair by the Past Presidents. Sister Allan has served us well and faithfully for 25 years, and is deserving of all the nice things said to her. She was



completely taken by surprise, but responded in a feeling way and thanked the Division for its remembrance.

The committee in charge was Sisters Getchell, Lawson and Hovey. Everything was carried out in a very efficient manner. We hope 99 will have many more pleasant Birthdays, but the 25th will go down in history as the best ever.

COR. SEC.

### Anniversary of Division 88

Capital City Div. 88, of Albany, N. Y., celebrated its 25th anniversary on the evening of April 10th in Chancellor Hall. The rooms were beautifully decorated with palms, flowers and candles, also the dates 1891-1916 made in the color of the order were arranged on the wall back of the President's station.

Sister Wheeler, the President, opened the meeting with an address of welcome. Under the directions of Sister Truax, the 16 officers executed a drill forming the letters G. I. A. As these Sisters were clothed all in white with rosettes of our colors fastened to their shoulders, they made a lovely appearance and the drill was warmly applauded.

The Sisters who have died during the past 25 years were remembered by Sister Blems dropping a carnation as each name was read by Sister Locke, who gave a short history of the Division. A letter regretting her inability to be present, from Sister Grahm, who organized the Division, was read by Sister Wheeler. A silver drill, which added a neat sum to the flower fund, was participated in by all present. Of the seven charter members yet belonging to the Division, five were present to assist at the ceremony of blowing out the candles on the birthday cake. A program consisting of readings, recitations and musical selections was given and proved very entertaining.

At the conclusion of the exercises, the Sisters, their husbands, and guests, numbering about 100, were invited to the tables, where, under the capable supervision of Sister Walsh, a feast such as engineers' wives know how to make was partaken of. Ice cream locomotives proved quite a novelty. Carnations were given as favors. Little Florence Hum-

phrey sang a song written by Sister Humphrey, and dedicated it to the G. I. A., which was the hit of the evening. A social time was enjoyed, and all present voted the 25th anniversary a great success.

C. V. D.

### Journal Notice

Mrs. O. Danziger, 2117 S. Homan ave., Chicago, Ill., has accepted the appointment of Grand Organizer and Inspector.

MRS. W. A. MURDOCK.

### Notice

A meeting of Middle Atlantic circuit will be held in Franz Hall, 336 Bergenline ave., Union Hill, N. J., on July 11, under the auspices of Div. 215. Meeting to open at 10 a. m. Members of G. I. A. are cordially invited.

MRS. GEO. JOHNSON,

50 Washington St., Phillipsburg, N. J.

### Another Link

Another link was added to our long chain of Auxiliaries on May 4, by the organization of Princeton Division 557. This Division is an auxiliary to H. H. Rogers Div. 785, located at Princeton, W. Va., on the Virginian Railway, and was organized by Sister W. H. Hitt, Grand Organizer, of Roanoke, Va., assisted by Sister J. M. Ebert, of the same place. Div. 557 started off with 25 charter members, who were all young, bright women, and we predict for this Division a great future. The officers were installed in the afternoon, and in the evening a reception and banquet was tendered us at the home of Sister Keyser, whose husband is road foreman of engines.

There were a number of Brothers present who seemed delighted to have an auxiliary to Div. 785. And it was proven to be a fact, for Div. 785 donated \$50.00 to Div. 557 for a "starter." Sister Hitt presented them with a Bible.

But I am wandering away from the most important part of the program. The banquet came next, and it was fine and much enjoyed. We matched complicated cards for our partners for the supper, which afforded much amusement. After the sup-

per cards and old-time games were played, which carried us back to childhood days. Sister Chas. Reid, the President, presented Sister Hitt with a beautiful cut glass celery tray as a token of their appreciation for her kindness and patience in organizing them. She responded in her usual charming manner. Several other Sisters were called upon for remarks. Brother Chas. Reid gave us a very interesting talk.

We predict for this Division a bright future, and here is wishing Div. 557 much success.  
Sec. Div. 68.

### Invitation to Richmond

The members of Divisions 228 and 462 will be glad to welcome every member of the G. I. A. at the convention of the Southeastern States, which meets in Richmond, September 4, 1916.

Richmond, on the James, is one of the most interesting and historic cities in the United States. The natural beauty of our city on her seven hills excites surprise. The hills and dales and the beautiful falls of the James are objects that please the eye.

Nature has done much to beautify Richmond, but it is not only the natural beauty of our city alone that calls for the admiration of all who come within her borders. The city itself is situated on the spot made famous by the Indian tribe of Powhatan, the father of the Princess Pocahontas. Tradition tells us the mighty chief, Powhatan, had his camping grounds very near the city, and his tomb will be pointed out to you on what is known as the Mayo Home.

Richmond, on the James, is situated at the head of tidewater 100 miles from Newport News, which is a great ship-building point.

The site on which Richmond is built was discovered by Newport and Capt. John Smith in 1607. Col. Wm. Byrd founded the city in 1737, and in 1742 it was incorporated into a town. In 1779 the capital, which had been until then in Williamsburg, was moved to Richmond. The foundation of the present Capitol building was laid in 1785 and completed in 1792. The Governor's mansion, situated in the eastern part of the Capitol Square, is one of the most interesting buildings in Richmond.

The Governor at that time was Thomas Jefferson. A two-story frame building was erected where now stands the present mansion, which was completed in 1815. King Edward VII of England was a guest there in 1816, President and Mrs. Hayes in 1877, Grover Cleveland in 1886, President McKinley in 1899 and President Roosevelt in 1906.

Many other places of interest in and around Richmond too numerous to mention will be pointed out to our friends. Arrange to spend your vacation with us the week of September 4, 1916.

Fraternally yours,  
MRS. FLORENCE BOWDEN,  
Gen. Chr. G. I. A.  
MRS. JOHN T. GARRETT,  
Gen. Secretary.

### Division News

DIVISION 176, Chattanooga, Tenn., is very much alive and is a very busy Division. Some time after the first of the year our President, Sister Hetzler, divided the members into four circles, with an equal number of members in each circle, and reminded that their purpose was to see which circle could bring the most money into our treasury. This contest was to close the first meeting in June. The circle making the smallest amount was to entertain the other three circles with a supper or an afternoon at the show, and all four circles kept busy.

Sister Carden entertained the members with an April Fool party on the first day of April. The furniture was switched around until the parlor and library contained the kitchen and dining room furniture. Games and guessing contests were enjoyed during the evening. The funniest part was that the fruit punch and cakes and ices were genuine and were refused by all until late in the evening, when one thirsty Brother, more inquisitive than the others, sampled some of the refreshments and discovered them to be real, and that was the April Fool.

About two weeks later our Sister Gober opened her house to the engineers and their wives. A towel, the handiwork of two of the Sisters, with "Div. 176" crocheted on one end and "G. I. A." on the other, was raffled off and netted quite a sum for the treasury. Music and contests were the features of the evening. Fruit punch and ices were served. About 60 engineers and their wives enjoyed the hospitality of Engineer and Sister Gober.

Our members watch eagerly for the appearance of the JOURNAL each month; we like to know what other Divisions are doing and also to let them hear from us now and then.  
COR. SEC.

DIVISION 508, Denver, Colo., is in splendid condition and the members are studying ways and means for the upbuilding of the Order and our own Division.

At the suggestion of Sister Graham, we are having a lively contest headed by our marshals. The Division is divided in two sections; the contest is to see which side has most members out at each meeting for the period of three months, then the

osing side banquets the winners. This plan has brought out members who before never came.

We are also going to take up the Larkin Club plan for lodges to replenish our treasury. We find that by so doing we can clear \$50 or \$60 a year. At our first meeting in May we held an all-day session for drill practice, each Sister taking some portion of the lunch, and we surely enjoyed the social hour together. We have a splendid set of officers who put their shoulders to the wheel and we are sure success will crown our effort.

COR. SEC., Div. 508.

DIVISION 250, Stapleton Station Island, held a social and drawing on the evening of May 13, which was a great success.

The winner of the beautiful cut-glass dish was an employee of the S. I. Ry. Bro. D. Buckley acted as master of ceremonies. The 13th being Preparedness Day, a grand march was led by Brother James McCaffrey and Sister Maud Wynas. Each couple was presented with a small American flag. After the march, a program was given and refreshments were served. Dancing was indulged in and all departed for home congratulating the committee on entertainment.

DIV. 250.

DIVISION 116, Columbus, O., recently held a very successful euchre party, which was so well attended that it taxed the capacity of the large hall in which it was held. Sister Collins was a most energetic chairman, and with many willing helpers to manage things, a neat sum was added to the treasury as the result of their efforts.

There were eight prizes donated for the occasion. The grand prize, a Libby cut-glass dish, was presented with the compliments of Mayor George Karb.

Our Division is to be congratulated for the success of the euchre party, much of the credit being due to Sister Collins.

COR. SEC.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., July 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than June 30, 1916.

SERIES A

ASSESSMENT No. 185

Denver, Colo., May 8, 1916, of acute heart dilatation, Sister Maud Snyder, of Div. 46, aged 28 years. Carried two certificates, dated Aug. 23, 1915, payable to James Snyder, husband.

ASSESSMENT No. 186

Peoria, Ill., May 8, 1916, of pneumonia, Sister Lenora Railsback, of Div. 10, aged 45 years. Carried two certificates, dated Sept., 1897, payable to W. P. Railsback, husband.

ASSESSMENT No. 187

Escanaba, Mich., May 9, 1916, of apoplexy, Sister William McKeever, Sr., of Div. 229, aged 76 years. Carried two certificates, dated Nov. and Dec., 1897, payable to Mabel Ramsdell and Viola McKeever Greene, daughters.

ASSESSMENT No. 188

Pottsville, Pa., May 9, 1916, of tuberculosis, Sister Catherine Heidenwag, of Div. 96, aged 45 years. Carried one certificate, dated July, 1911, payable to Daniel Heidenwag, husband.

ASSESSMENT No. 189

Buffalo, N. Y., May 10, 1916, of neuritis, Sister Eunice Boyer, of Div. 79, aged 43 years. Carried one certificate, dated Feb., 1905, payable to Jacob Kern, son, and Christina K. Conrad, daughter.

ASSESSMENT No. 190

Chicago, Ill., May 17, 1916, of pneumonia, Sister Mary Rickey, of Div. 40, aged 47 years. Carried two certificates, dated Dec., 1908, payable to Gardner Rickey, husband.

ASSESSMENT No. 191

Hornell, N. Y., May 23, 1916, of cancer, Sister Clara A. Griswold, of Div. 134, aged 57 years. Carried one certificate, dated May, 1908, payable to H. G. Griswold, husband.

ASSESSMENT No. 192

Chicago, Junction, O., May 23, 1916, liver and bladder trouble, Sister S. A. Wagner, of Div. 192, aged 52 years. Carried one certificate, dated September, 1896, payable to S. A. Wagner, husband.

ASSESSMENT No. 193

Cumberland, Md., May 24, 1916, of nephritis, Sister Margaret Carey, of Div. 117, aged 47 years. Carried one certificate, dated April, 1913, payable to James F. Carey, husband.

ASSESSMENT No. 194

Harrisburg, Pa., May 30, 1916, of diabetes, Sister B. Rourke, of Div. 137, aged 57 years. Carried one certificate, dated Nov., 1896, payable to Edna Groninger, daughter.

ASSESSMENT No. 195

Boston, Mass., June 4, 1916, of cancer, Sister L. Aroline Adams, of Div. 256, aged 70 years. Carried two certificates, dated Feb., 1896, payable to Geo. Adams, husband.

ASSESSMENT No. 196

Baltimore, Md., June 8, 1916, of dilatation of heart, Sister Sophia Cheelsman, of Div. 172, aged 69 years. Carried two certificates, dated Nov., 1889, payable to Catherine Shipley, daughter.

Members will pay their Insurance Secretaries on or before July 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 143 and 144A, 11,306 in the first class, and 5,950 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### EMPTY AND LOAD BRAKE EQUIPMENT

**Q.** On what is this type of brake designed to operate?

**A.** On freight equipment cars only.

**Q.** What is the object of this type of brake?

**A.** With the introduction of modern types of heavy locomotives, increased tractive power was available, and to obtain the proper tonnage, trains of greater length were required. Recognizing the importance of proper brake control and the necessity of some other than the single capacity form of brake, the Westinghouse Air Brake Company have brought out this type of brake.

**Q.** What are some of the features of this new type of brake?

**A.** There are several new features, which may be enumerated as follows:

1. Provides adequate braking power on a partially or fully loaded car, comparable with that obtained with the standard brake equipment on an empty car. This means that about three times as much braking power is made available on the loaded car as is possible with the standard form of brake.

2. Permits control of loaded cars to about the same degree as empty cars can now be controlled, thereby greatly increasing the factor of safety, particularly in grade work.

3. Provides uniform braking power throughout the train, thus overcoming shocks, break-in-tuos, etc.

4. Provides means of air brake control for the very heavy, large capacity freight cars.

5. Enables the handling of a greater number of loaded cars down grades.

6. Permits the use of the most powerful types of engines to be utilized to the fullest extent because the longest train and heaviest tonnage that can be hauled up one side of the mountain may be readily controlled down the other side.

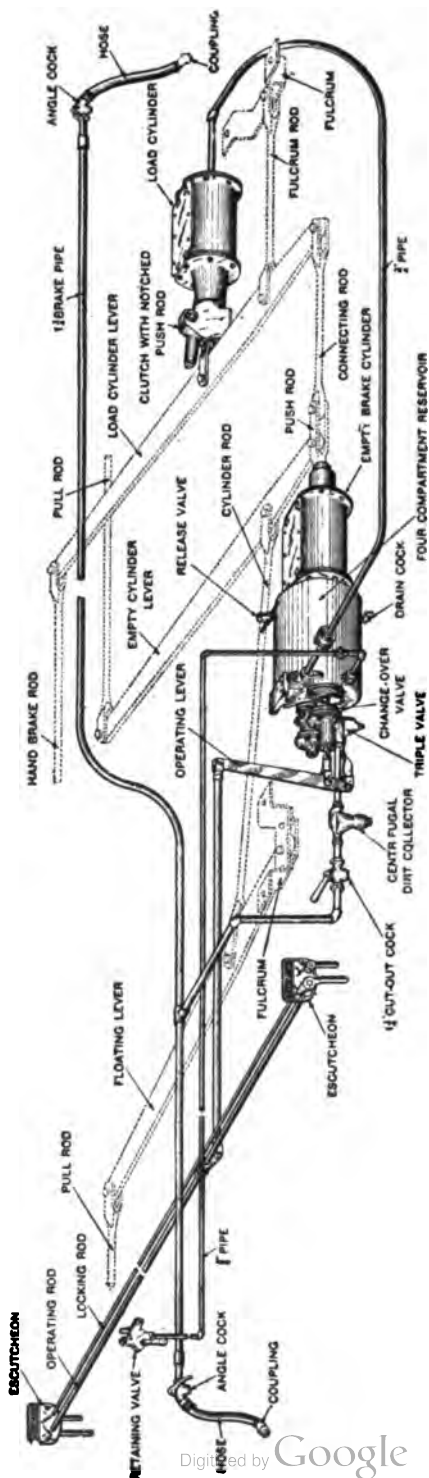


Fig. 1 Diagram of Air Brake Connections

7. Furnishes maximum braking power with minimum air consumption, so that very little extra duty is required of the air pump.

8. Returns automatically to empty position, unless locked in load position when the pressure in the system drops below 15 pounds. This automatic change from load to empty position is an essential feature of this brake; otherwise, many slid flat wheels would doubtless result due to the apparatus being permitted to remain in load position after the load was removed.

**Q.** Name the different parts of this equipment and state briefly their duties.

**A.** The following is a list of the parts which make up this equipment, with a short description of each:

1. Triple valve of the well-known K type slightly modified to handle the extra volumes and cylinder. In addition to the quick service, retarded release and uniform recharge, this valve has an extra charging port (which is inoperative in empty position) so that when in load position, the reservoirs can be charged in about the same time as when in empty position.

2. Change-over valve which is controlled by suitable rods and levers carried to each side of the car whereby the equipment may be placed in either the empty or load position, as desired by the trainmen. The change-over valve is manually operated for cutting to load position and automatically returned to empty position when the pressure in the system falls below 15 pounds.

In order to provide for as quick a release of brake-cylinder pressure in load position, the change-over valve has an extra exhaust port which is inoperative in empty position.

3. Operating mechanism, consisting of a lever at each side of the car by means of which the equipment is set for either empty or load and may be locked in load position, providing the mechanism is provided with a locking lever.

4. Empty brake cylinder, which operates to apply the brakes when the car is empty and to take up the slack, lost motion and deflection in the brake rigging, when the car is loaded.

5. Four compartment reservoir, for the purpose of storing air for use in applying the brakes and to provide increased cylinder volume when the load cylinder is first brought into operation during an application, thus preventing a sudden increase in brake cylinder pressure.

6. Load cylinder, with notched push rod and inclosed locking mechanism, which operates to apply the brake shoes to the wheels in load position.

7. Release valve, attached to the reservoir, by means of which air pressure may be released from the reservoir when desired.

8. Pressure retaining valve, connected to the triple valve exhaust, by means of which the brake cylinders are permitted to exhaust freely to the atmosphere, or to retain a portion of the air in the brake cylinders when making a release in order to hold the brakes applied while recharging the train.

9. Centrifugal dirt collector, connected in the branch pipe as near the triple valve as circumstances will permit, for the purpose of preventing pipe scale, sand, cinders or foreign particles of any kind from reaching the triple valve.

The above with the necessary angle cocks, cut-out cock, hose and couplings go to make up the empty and load brake equipment.

**Q.** By what symbol is the triple valve known that is used with this equipment?

**A.** The triple valve used with this equipment is known as the K-L, and as previously explained, in addition to the quick service, uniform release and uniform recharge features embodies an extra charging port which operates in load position only to handle the extra reservoir volume.

**Q.** What is the purpose of the quick service feature?

**A.** The quick service feature brings about a more certain, more uniform and quicker application of the brakes in service applications on long trains. To make this more clear it is necessary to have in mind the following: the rate of brake pipe reduction where service applications with the old brake system (using type H triple valve) is determined by the exhaust port in the brake valve and by the fric-

tional resistance of the brake pipe. As this is constant, it is plain that the longer the train the slower will be the rate at which pressure in the brake pipe will reduce, and as the air cannot flow to the brake cylinder any more rapidly than the brake pipe pressure is being reduced, it is plain that toward the rear of long trains only a very slow application of the brakes takes place, even when they apply at all. This slow rate of brake-pipe reduction not only results in a slow application, but many times in the failure of individual brakes to apply.

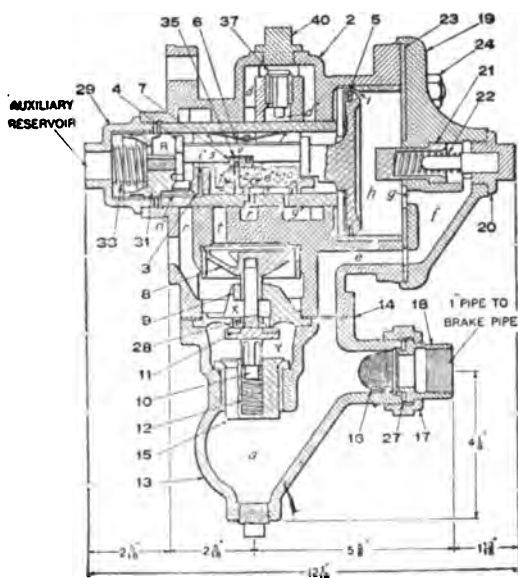


Fig. 2. K-2-L Triple Valve, Sectional and End Views

This is brought about by the fact that when the pressure is reducing very slowly in the brake pipe it can feed back at the same rate from the auxiliary reservoir, through the triple valve feed groove into the brake pipe and thus there is no difference of pressure created to move the triple valve to application position. Another reason for failure to apply is that even though the triple valve moves to service position the air flows so slowly from the auxiliary reservoir to the brake cylinders that it passes through the leakage groove in the brake cylinder or past the packing leather to the atmosphere, and therefore, the pressure does not build up in the cylinder sufficiently to force the piston out and the shoes against the wheel.

Furthermore, to bring about proper operation of the brakes in a long train, not only should the brake-pipe pressure be reduced as rapidly but also as uniformly as possible. As it is impossible to increase the opening at the brake valve without increasing the likelihood of obtaining undesired quick action, and also as it would be certain to bring about a quicker and heavier brake application at the head-end of the train than at the rear, with the consequent shocks and danger of breaking in two on the recoil, it was found necessary to provide other and local means for reducing the brake-pipe pressure more rapidly and uniformly so that these things will be avoided. These means exist in the quick-service feature of the triple valve, which consists of an opening from the brake pipe to the brake cylinder when the triple valve is in service position, which port is subject to graduation the same as the ordinary service port of the triple valve.

From this it will be seen that when the reduction of the brake-pipe pressure is commenced at the brake valve and the first triple valve reaches application position, a supplementary reduction of brake-pipe pressure takes place at that triple valve, thus causing the more rapid application of the next triple valve; this in turn of the next one and so on throughout the train, thus producing what might be termed "serial service application of the brakes."

It has been obtained, as explained, by the use of the well-known principle of quick action in emergency applications, by which each triple valve hastens the brake-pipe reduction by discharging brake-pipe air into its brake cylinder.

The only difference is that in emergency the maximum braking power is obtained, while with the new valve the power of its quick service application is always under complete control and is governed by the reduction made at the brake valve. The result is that the quick service feature insures the prompt and reliable response of every brake throughout the train.

**Q.** What is the purpose of the uniform release feature?

**A.** The uniform release feature results

in the release of the brakes at the rear of the train taking place as soon as those at the head end of the train. It is well known that when the release of the brakes on a long train is made with the old-style triple valves, they commence to release at the head end first; in fact, the brakes at the head end are entirely released before those near the rear end commence to release; therefore, the slack runs out, resulting in severe shocks and often in breaking the train in two. With the release at the head end retarded, that is, taking place slower than with the old valve, a uniform release is brought about; thus the slack cannot run out and shocks and break-in-twos are avoided. The uniform release feature consists of a spring placed on the auxiliary reservoir end of the triple valve, with a projecting stem which stops the triple valve slide valve in what is called full release position (that is, in a position in which the exhaust port is full opened) unless the pressure in the brake-pipe is raised materially higher than that of the auxiliary reservoir. When the pressure in the brake pipe is increased about three pounds above that of the auxiliary reservoir, the spring is compressed and the slide valve consequently makes a further inward travel to retarded release position, partially closing the exhaust port and thereby making the release of brake-cylinder slower than before.

In a fifty-car train or longer, it is impossible to raise the brake-pipe pressure three pounds higher than the auxiliary reservoir for more than thirty cars back in the train, even though the brake-valve handle be held in full release position; therefore, the brake-cylinder exhaust is only retarded on the first thirty cars, those beyond releasing as rapidly as with the old type of triple valve; but as those at the head end commence to release first and those at the rear end last, the result is a practically uniform release on the train as a whole, with consequent lessening of the severity of shocks and decrease in the number of break-in-twos.

**Q.** What is meant by the uniform recharge feature?

**A.** The uniform recharge feature brings about a more uniform recharge of the brakes throughout the train. With the

old type of triple valve the recharge at the head end was much more rapid than at the rear because of the higher pressure at the head end when brakes were being released. This often brought about a re-application of the brakes when the brake-valve handle was returned to running po-

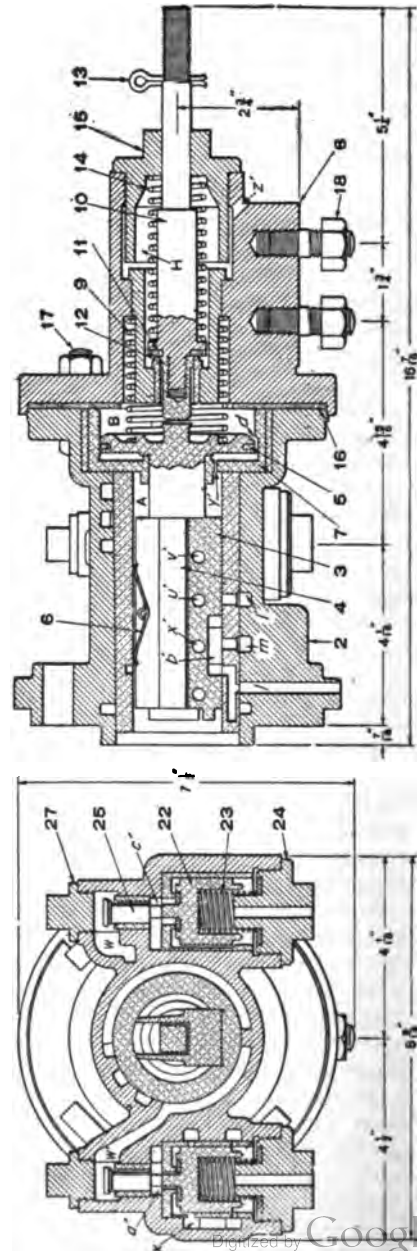


Fig. 3. H-3 Change-Over Valve, Sectional and End Views

sition and largely responsible for what is known as "stuck brakes."

Uniform recharge lessens this very objectionable feature to a marked degree and, in addition, if a re-application is made shortly after a release, the brakes apply much more uniformly than is the case when the auxiliary reservoirs are charged much higher at the front than toward the rear of the train.

This uniform recharge is brought about by decreasing the size of the charging port or grooves when the triple valve is in retarded release position; and as this can only be when the pressure in the brake pipe is higher than that in the auxiliary reservoir, it is seen that where the pressure is the highest the charging ports are the smallest, while where the pressure is the lowest, as at the rear end, the charging ports are the largest; thus the recharge is more uniform because the high pressure will charge as quickly through a small port as the low pressure will through a large port.

From the foregoing it is evident that the feature referred to is in reality a uniform recharge rather than a retarded recharge.

**Q.** What are the advantages gained by the use of the K-L triple valve?

**A.** There are several points gained by use of this type of triple valve which may be enumerated as follows:

1. More uniform charging of the entire train, consequently the more uniform brake-cylinder pressure and application of brakes.

2. Ability to remain in release position longer without overcharging forward end of train; thus avoiding the consequent re-application of the brakes.

3. Greater volume and pressure of air flowing toward the rear end of the train.

4. Saving of air which would otherwise go to the auxiliary reservoir, then to the brake cylinders by re-application of the brakes and to the atmosphere through the triple valves, this saving being due to the small charging ports preventing the overcharging of auxiliaries on the forward portion of train.

5. As a result, a much better control of the train is had, shorter stops, great reduction in shocks and break-in-tuos,

greater freedom from delays and a greatly reduced air consumption.

**Q.** What does figure 2 represent?

**A.** Figure 2 is a cross section view of the triple valve, the name of its parts being as follows: 2, valve body; 3, slide valve; 4, main piston; 5, main piston ring; 6, slide valve spring; 7, graduating valve; 8, emergency piston; 9, emergency valve seat; 10, emergency valve; 11, emergency valve rubber seat; 12, check valve spring; 13, check valve case; 14, check valve case gasket; 15, check valve; 16, air strainer; 17, union nut; 18, union swivel; 19, cylin-

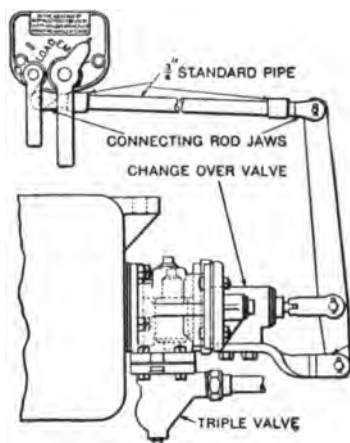


Fig. 4. Operating Mechanism, Recommended Arrangement

der cap; 20, graduating stem nut; 21, graduating sleeve; 22, graduating spring; 23, cylinder cap gasket; 24, bolt and nut; 25, bolt and nut; 27, union gasket; 28, emergency valve nut; 29, cap for retarding device; 31, stop for retarding device; 33, retarding spring; 35, graduating valve spring; 37, take up reservoir check valve; 40, take up reservoir check valve cap nut.

**Q.** Is it possible to show all the ports and connecting passage ways of the triple valve by any single section taken through the valve?

**A.** It is impossible to show all the ports and connecting passage ways in the graduating valve, slide valve and seat by any single section taken through the valve; therefore, Figs. 7 to 12 have been made to show in a purely diagrammatic way the relations of various parts to each other, for the different positions of the triple valve.



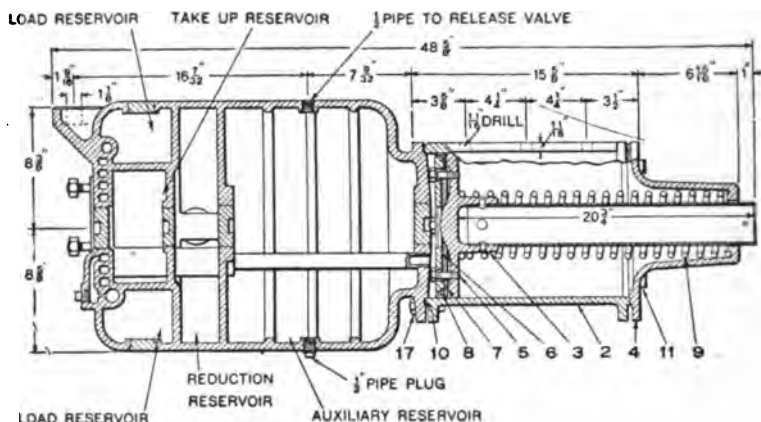


Fig. 5. Empty Brake Cylinder and Four-Compartment Reservoir

The actual proportions and mechanical construction of the parts have been entirely disregarded in order to make the connections and operation more easily understood.

Q. What does figure 3 represent?

A. Figure 3 shows actual sections and end view of the change-over valve; the following are the names of the parts:

Two, valve body; 3, slide valve; 4, cut-out piston; 5, piston ring; 6, slide valve spring; 7, piston bush; 8, cylinder cap; 9, piston spring; 10, vent valve stem; 11, vent valve seat; 12, vent valve stem nut; 13, cotter; 14, vent valve spring; 15, vent valve cap nut; 16, cylinder cap gasket; 17, bolt and nut; 18, stud and nut for securing fulcrum; 22, weighted valve; 23, weighted valve springs; 24, weighted valve cap nuts; 25, check valve; 27, check valve nut.

Q. What does figure 4 represent?

A. Figure 4 shows the arrangement of levers, rods and connections used in operating the change-over valve.

Q. What does figure 5 represent?

A. Figure 5 shows the *empty brake cylinder* and four-compartment reservoir. The piston 3 has a hollow piston rod in which a loose push rod is attached to the levers and rods of the foundation brake gear. This permits the brake to be set by hand without compressing the release spring 9, while the arrangement of the truck permits the brake shoes to be hung so that they fall away from the wheels by gravity and return the push rod when a release is made, without requiring the assistance of the release spring. A pneumatic application forces both hollow piston rod and push rod outward. The release spring 9 forces the piston to release position when the air pressure is exhausted from the opposite side of the pis-

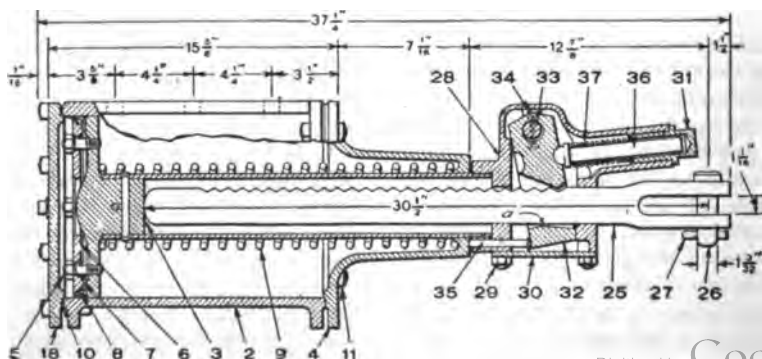


Fig. 6. Load Brake Cylinder

ton. The packing leather 7 is pressed against the cylinder wall by the packing expander 8 and prevents the escape of air past the piston. The four compartment reservoir is, as its name implies, made up of four compartments or chambers. The largest compartment is the auxiliary reservoir which supplies air for use in the empty cylinder. The load reservoir supplies air for use in the load cyl-

shoes are solid against the wheels and all slack in the rigging taken up before the load cylinder is brought into action, the intention being to keep the piston travel of the load cylinder down to the lowest possible amount. The reduction reservoir is used to increase the brake cylinder volume and reduce cylinder pressure when the load cylinder cuts in, thus preventing a too sudden increase in brake

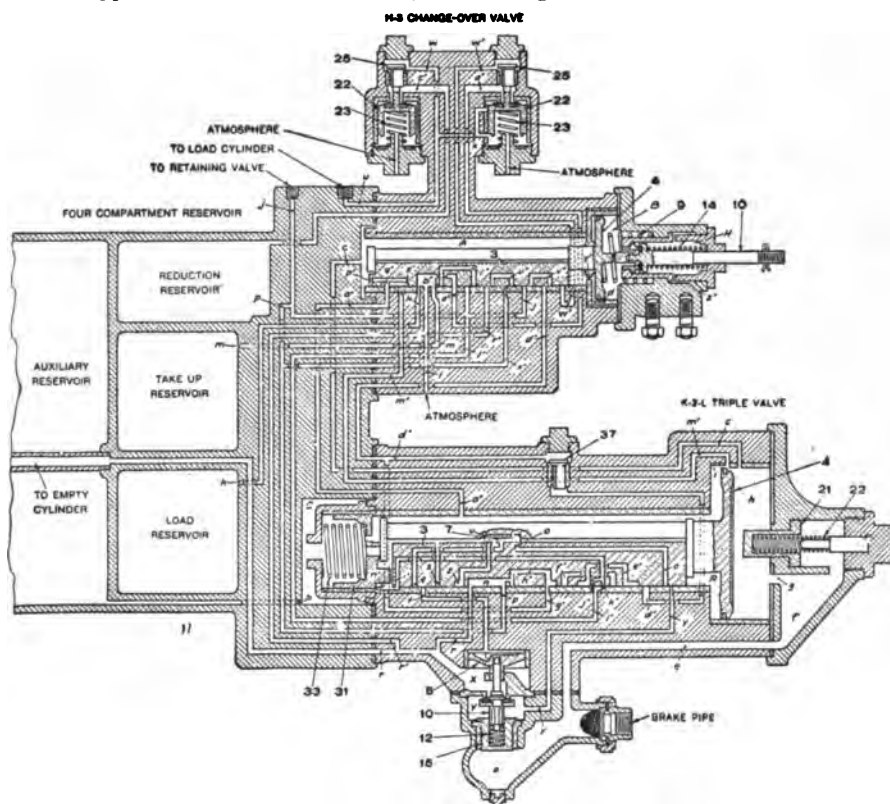


Fig. 7. View showing triple valve in full release and charging position and change-over valve in empty position, diagrammatic

inder. The take-up reservoir increases brake cylinder pressure only for reductions less than say six or seven pounds, and this only when the equipment is cut in for load. The increased braking power necessary to properly control the loaded car for these light reductions is obtained from the higher brake cylinder pressure that is obtained in the empty cylinder than for corresponding reductions with standard equipment or with the empty and load equipment set for empty. The object of this is to insure that the brake

cylinder pressure and still maintain the proper ratio between brake pipe reduction and braking power. The four-compartment reservoir is of such a volume that with a 70 pound pressure and eight inches piston travel, the brake cylinder and auxiliary pressures will equalize at 50 pounds when the equipment is set for empty, the same as with the standard brake equipment. When the equipment is set for load, 50 pounds pressure may be obtained in both brake cylinders.

Q. What does figure 6 represent?

A. Figure 6 represents the *load brake cylinder* with notched push rod and enclosed locking mechanism. Like the empty brake cylinder, the piston rod is a hollow sleeve in which is a loose push rod 25 attached to the levers and rods of the foundation brake gear, as illustrated in Fig. 1. The locking mechanism is attached to the end of the hollow piston rod. When the brake is applied and released on an empty car, the push rod of the load cylinder simply moves idly out and in the hollow piston rod. When the brake is applied on a loaded car, the empty cylinder operates to take up the slack in the rigging and trucks and the load cylinder push rod is moved out a certain distance by the equalizing lever. When 24 pounds pressure has been obtained in the empty cylinder, communication is opened between the two cylinders and the load cylinder is brought into operation. The air forces the load piston outward, the first movement of which releases the pressure from the release pin 35. This permits latch spring 37, acting on the spring guide 36 to force the latch 32, which is suspended on pin 33, to the left and cause the wedge-shaped edge to engage a notch on the push rod and surface *a* to come into contact with the lower surface of the push rod. Thus the push rod is gripped firmly between the two surfaces mentioned and as the air pressure in the load cylinder is increased, the hollow piston rod moves the push rod, thereby adding an increased force to the levers and hence to the brake shoes. Since all the slack has been taken up by the empty cylinder, the load cylinder will have a piston travel of about 1½ inches, giving a total of about eight inches on the empty cylinder. When a release is made, the hollow piston rod is moved back toward the pressure head 18, carrying with the locking mechanism and push rod. When the release pin 35 comes into contact with the end of the non-pressure head 4, it is forced inward, disengaging the latch 32 and thus permitting the notched push rod to be forced to full release position by the movement of the levers of the foundation brake gear to release position.

Q. Explain what takes place when the

triple valve is in release and charging position.

A. Referring to Fig. 7 it will be seen that air is free to flow from the brake-pipe through passage *e* in the triple valve, cylinder cap ports *f* and *g* to chamber *h* on the face of the triple valve piston 4; thence through feed groove *i* to chamber *r* above the slide valve, which is always in free communication, through port *b*, with the auxiliary reservoir. In this manner air flows from the brake-pipe to the auxiliary reservoir, until their pressures become equal, when the latter is then fully charged. At the same time air flows from chamber *h* through port *c* to chamber A and the back of the change-over valve piston 4; thence through port *y* and feed groove *d* to chamber B, thus balancing the pressures on the two faces of the piston and allowing spring 9 to hold same in empty position. The load cylinder and the load take-up and reduction reservoirs, are open to the atmosphere, the load cylinder through passages *u* and *x* and the drilled port in the weighted valve cap nut (at the right); the load reservoir through passage *k*, cavity *b* in change-over slide valve 3 and port *l* to the atmosphere; the take-up reservoir through passage *m*, cavity *b*, passage *c*, past check valve 25, (at the left) this valve being held from its seat by the action of spring 23 on the weighted valve 22, thence through passages *w* and *x* and the drilled port in cap nut to the atmosphere.

The empty cylinder is connected to the retaining valve through passage *r*, cavity *n* in the slide valve 3 and port *p* to passage *j* to the retaining valve.

Q. Explain how a quick service application of the brake is made.

A. To make a quick service application of the brakes, the air pressure in the brake pipe, and thereby in chamber *h*, is gradually reduced. As soon as the pressure in chamber *h* has been sufficiently reduced below that in chamber R on the other side of the triple piston 4, the higher pressure on the auxiliary side of the piston is able to overcome the friction of the piston 4 and its attached graduating valve 7 and move these

parts to the right until the shoulder on the end of the piston stem strikes against the left hand end of the slide valve. The latter is then moved to the right until the piston strikes the graduating sleeve 21, which is held in place by the compression of graduating spring 22. The parts of the valve are then in the position shown in Fig. 8.

The first movement of the piston 4

movement of the graduating valve connects the two ports *o* and *q* in the slide valve through the cavity *v* in the graduating valve, and the movement of the slide valve brings port *o* to register with port *y* in the slide valve seat, and port *q* with port *t*. Consequently, the air in chamber Y flows through ports *y*, *o*, *v* and *t*, thence around the emergency piston 8, which fits loosely in its cylinder

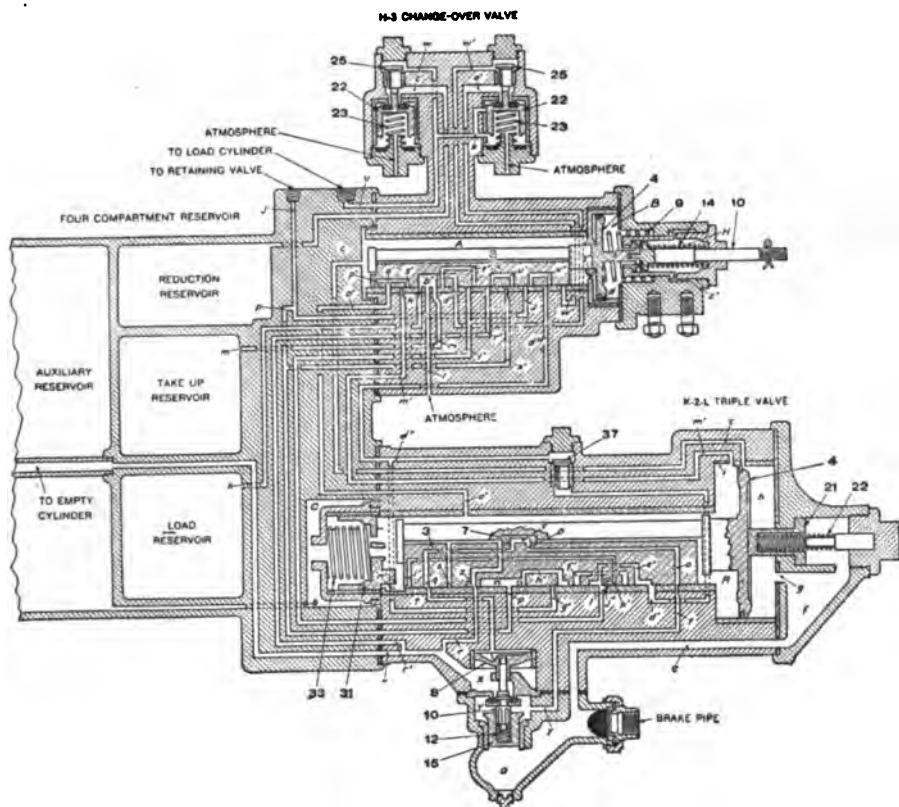


Fig. 8. View showing triple valve in quick service position and change-over valve in empty position, diagrammatic

closes the feed groove *i*, preventing air from feeding back into the brake pipe from the auxiliary reservoir and at the same time the graduating valve opens the upper end of port *z* in the slide valve. The movement of the latter closes the connection between port *r* and the exhaust port *p*, and brings port *z* into partial register with port *r*, in the slide valve seat. Air from the auxiliary reservoir flows through port *z* in the slide valve and port *r* in the seat to the *empty* brake cylinder. At the same time, the first

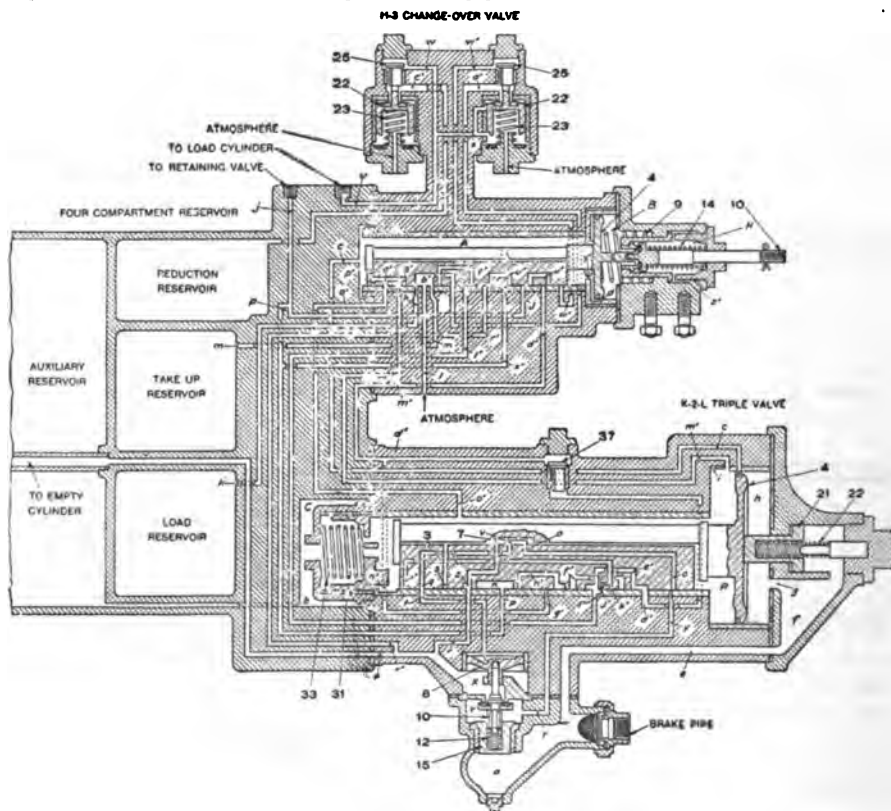
to chamber X and the brake cylinder.

When the pressure in chamber Y has reduced below the brake-pipe pressure remaining in *a* the check valve 15 is raised and allows brake-pipe air to flow past the check valve and through the ports above mentioned to the brake cylinder. The size of these ports are so proportioned that the flow of air from the brake pipe to the top of the emergency piston 8 is not sufficient to force the latter downward and thus cause an emergency application, but at the same time takes enough

air from the brake pipe to cause a definite local reduction in brake-pipe pressure at that point, which is transmitted in like manner to the next triple valve and in turn to the next, thus increasing the rapidity with which the brake-pipe reduction travels through the train, thereby securing a quick-service application of the brakes.

**Q.** Explain what takes place when the triple valve moves to full service position.

From Fig. 8 it will be noted that in the quick-service position, port *z* in the slide valve and port *r* in the seat do not fully register. Nevertheless, the opening is sufficient to allow the air to flow from the auxiliary reservoir to the brake cylinder with sufficient rapidity to reduce the pressure in the auxiliary reservoir as fast as the pressure is reducing in the brake pipe, when the train is of considerable



**Fig. 9.** View showing triple valve in full service position and change-over valve in empty position, diagrammatic

**A.** With short trains, the brake-pipe volume, being comparatively small, will reduce more rapidly for a certain reduction at the brake valve than with long trains. Under such circumstances it might be expected that the added reduction at each triple valve by the quick-service feature would bring about so rapid a brake-pipe reduction as to cause quick action and an emergency application, when only a service application was intended. This, however, is automatically prevented by the triple valve itself.

length. But if the brake-pipe reduction is more rapid than that of the auxiliary reservoir, which may be the case on short trains, the difference in pressure on the two sides of the triple piston 4 soon becomes sufficient to slightly compress the graduating spring 22 and move the slide valve to the position shown in Fig. 9, called *full service*. In this position quick service port *y* is closed so that no air flows from the brake pipe to the brake cylinder. Thus, when the brake-pipe reduction is sufficiently rapid, there is no

need of the additional quick-service reduction and the triple valve automatically cuts out this feature of the valve when it is not required. Also, in full service position ports *z* and *r* are fully open, allowing the auxiliary reservoir pressure to reduce more rapidly, so as to keep pace with the more rapid brake-pipe reduction.

**Q.** How long will the auxiliary reser-

uating valve is much less than that of the slide valve, the difference in pressure which will move the piston and graduating valve will not be sufficient to move the slide valve; consequently the piston stops in the position shown in Fig. 10. This movement has caused the graduating valve to close port *z*, thus cutting off any further flow of air from the auxiliary reservoir to the empty brake cylinder, and

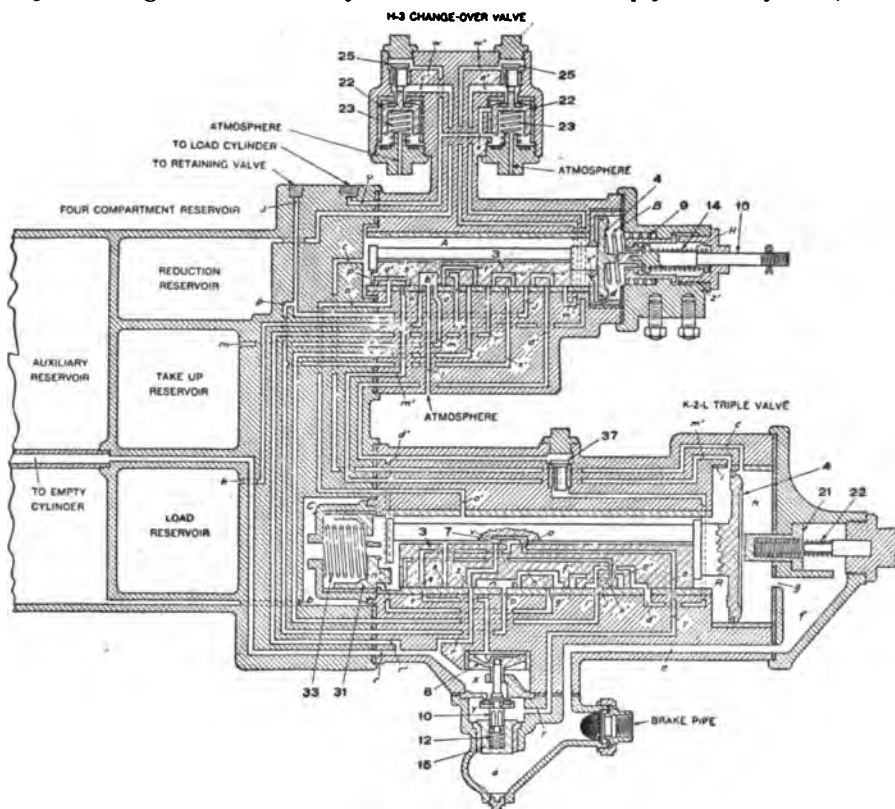


Fig. 10. View showing triple valve in quick service lap position and change-over valve in empty position, diagrammatic

voir air continue to flow to the brake cylinder?

**A.** When the brake-pipe reduction ceases, air continues to flow from the auxiliary reservoir through ports *z* and *r* to the brake cylinder, until the pressure in chamber *R* becomes slightly less than that in the brake pipe to cause the triple valve piston 4 and graduating valve 7 to move to the left until the shoulder of the piston stem strikes the right hand end of slide valve 3.

As the friction of the piston and grad-

uating valve is much less than that of the slide valve, the difference in pressure which will move the piston and graduating valve will not be sufficient to move the slide valve; consequently the piston stops in the position shown in Fig. 10. This movement has caused the graduating valve to close port *z*, thus cutting off any further flow of air from the auxiliary reservoir to the empty brake cylinder, and

a further reduction of brake-pipe pressure is made and the operation described above repeated, until the auxiliary reservoir and empty brake-cylinder pressures become equal, after which any further brake-pipe reduction is only a waste of air.

About twenty pounds brake-pipe reduction will give this equalization with eight inches piston travel.

brake-pipe pressure increases on any car depends on the position of the car in the train. Those cars toward the front receiving the air first will have their brake-pipe pressure raised more rapidly than those in the rear.

With old-style triple valves, this is due to two things: (1) the friction in the brake pipe; (2) the fact that the auxiliary reservoirs in the front begin to recharge,

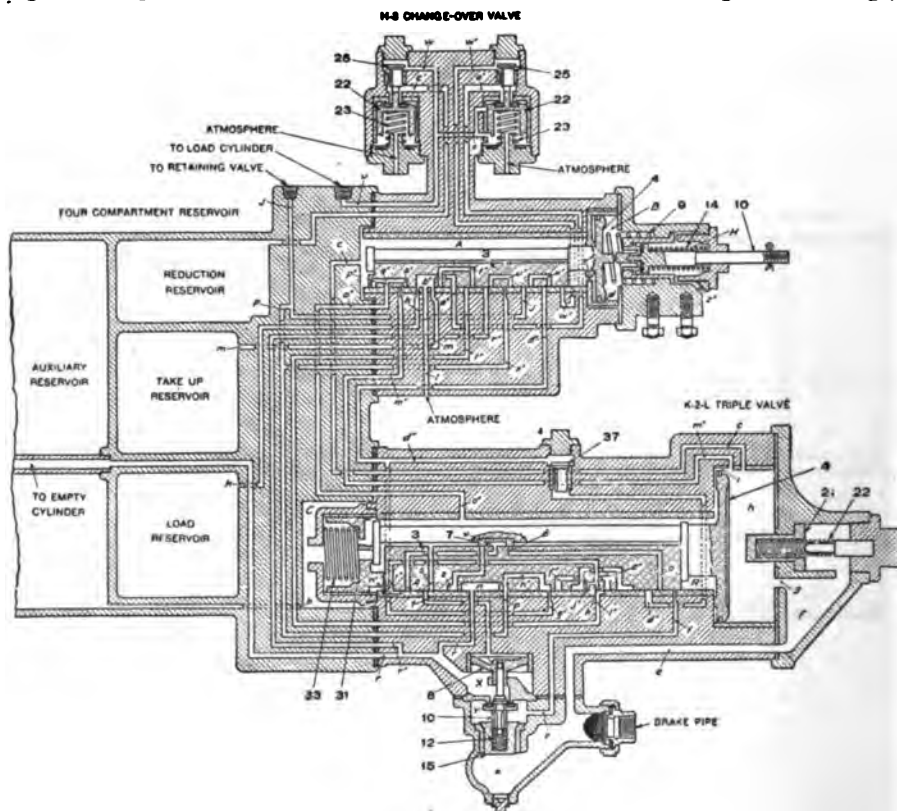


Fig. 11. View showing triple valve in retarded release and charging position and change-over valve in empty position, diagrammatic

**Q.** Explain what takes place when the brakes are released.

**A.** Like the type K triple valve, the type K-L triple valve has two release positions—full release and retarded release. Which one its parts will move to when the train brakes are released, depends upon how the brake-pipe pressure is increased in relation to the auxiliary reservoir pressure, as already explained. It is well known that in a freight train, when the brake valve is moved to release position, the rapidity with which the

thus tending to reduce the pressure of the air and holding back the flow from front to rear of train.

The retarded release feature of the K-L triple valve overcomes the second point mentioned, taking advantage of the first while doing so. The friction of the brake pipe causes the pressure to build up more rapidly in the chamber *h* of the triple valves toward the front end of the train than in those at the rear. As soon as the pressure is enough greater than the auxiliary reservoir pressure remaining

in chamber R after the application as above described, to overcome the friction of the piston graduating valve and slide valve, all three are moved toward the left until the piston stem strikes the retarding stem 31.

The latter is held in position by the retarding spring 33. If the rate of increase of the brake-pipe pressure is small, as, for example, when the car is near the

pressure builds up more rapidly than the auxiliary reservoir can recharge, the necessary excess of pressure in chamber *h* over that in the auxiliary reservoir will be attained quickly and will cause the piston to compress the retarding spring 33 and move the triple valve parts to the position shown in Fig. 11.

Exhaust cavity *n* in the slide valve now connects port *r*, leading to the

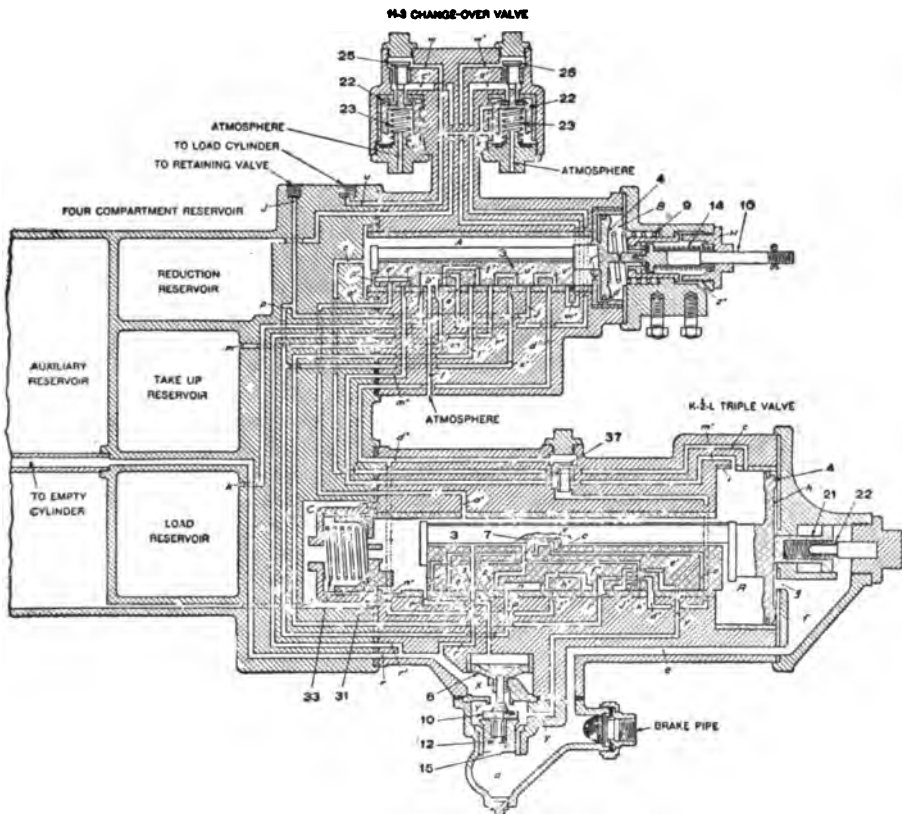


Fig. 12. View showing triple valve in emergency position and change-over valve in empty position, diagrammatic

rear of train, it will be impossible to raise the pressure in chamber *h* three pounds higher than that in the auxiliary reservoir on account of the flow of air from chamber *h* through the feed groove *i* into the auxiliary reservoir, which is going on at the same time; the triple valve parts will remain in this position, as shown in Fig. 7, the brakes will release and the auxiliary reservoirs recharge as described under "full release and charging."

If, however, the triple valve is near the head end of the train, and the brake-pipe

brake cylinder, with port *p* leading to the retaining valve, and the brake will release if the retaining valve handle is turned down or a portion of the air will be retained in the brake cylinder if the handle is turned up; but as the small "tail port" extension of cavity *n* is over exhaust port *p*, the flow of air from the brake cylinder is quite slow.

In this way the brakes on the front end of the train require a longer time to release than those on the rear. This feature is called the "retarded release," and, al-



though the triple valves near the locomotive commence to release before those in the rear, as is the case with the old type of triple valve, yet the exhaust of air from the brake cylinder in retarded release position is sufficiently slow to hold back the release of the brakes at the head end of the train long enough to insure a uniform release of the brakes on the train as a whole.

This permits of releasing the brakes on very long trains at comparatively low speeds without danger of a severe shock or break-in-two.

At the same time, the back of the piston is in contact with the end of the slide valve bush and, as these two surfaces are ground to an accurate fit, the piston makes a tight "seal" on the end of the bush except at one point, where a feed groove is cut in the piston to allow air to pass the end of the slide valve bush into chamber R and the auxiliary reservoir. This feed groove is much smaller than the standard feed groove in the piston bush, so that when the triple valve piston is in retarded release position, the recharge of the auxiliary reservoir takes place much more slowly than when it is in full release position.

As the auxiliary reservoir pressure rises, and the pressures on the two sides of the triple valve piston 4 becomes nearly equal, the retarding spring 31 forces the retarding stem, piston, slide valve and graduating valve back to *full release* position as shown in Fig. 7, when the remainder of the release and recharging will take place as described above under "full release and charging."

These features of the valve are always available even when mixed in trains with the old standard triple valve, the beneficial results being in proportion to the number of new valves present.

**Q.** Explain the action of the triple valve in emergency.

**A.** Quick-action is caused by a sudden and considerable reduction in brake-pipe pressure below that in the auxiliary reservoir, no matter how caused. This fall in brake-pipe pressure causes the difference in pressure on the two sides of the triple valve piston 5 to increase very rapidly, so that by the time the piston has

traveled to its full service position, as already explained, there is a sufficiently higher pressure on the auxiliary reservoir side of the triple valve piston to cause it to compress the graduating spring 22, forcing back the stem and spring until the piston seats firmly against the gasket as shown in Fig. 12.

The resulting movement of the slide valve opens port *t* in the slide valve seat and allows air from the auxiliary reservoir to flow to the top of emergency piston 8, forcing the latter downward and opening emergency valve 10. The pressure in chamber Y being thereby instantly relieved, allows brake-pipe air to raise the check valve 15 and flow rapidly through the chambers Y and X to the empty brake cylinder, until brake-cylinder and brake-pipe pressure nearly equalize, when the check valve is forced to its seat by the check-valve spring, preventing the pressure in the brake cylinder from escaping back into the brake cylinder again. The emergency valve, being held open by the emergency piston, will consequently return to its seat when the auxiliary reservoir and brake-cylinder pressures have nearly equalized.

At the same time port *s* in the slide valve registers with port *r* in the slide valve seat, and allows air from the auxiliary reservoir to flow to the empty brake cylinder. The size of ports *s* and *r* is such that comparatively little air gets through them before the brake pipe has stopped venting air into the brake cylinder.

This sudden discharge of brake-pipe air into the empty brake cylinder has the same effect on the next triple valve as would be caused by a similar discharge of brake-pipe air to the atmosphere.

In this way each triple valve applies the next, thus giving the quick and full application of all brakes, made heavier than full service application by the greater amount of brake-pipe air admitted to the brake cylinder. The release after an emergency is effected in exactly the same manner as after a service application, but requires longer time, owing to the high brake-cylinder and auxiliary pressures and lower brake-pipe pressure.

(To be continued.)

## CROSS-COMPOUND PUMP

**Q.** Will you please give an explanation through the columns of our JOURNAL on the working of the Westinghouse cross-compound pump?

**A.** The principle of operation, that is, the valve gear, is the same in the cross-compound pump as in all other pumps made by the Westinghouse Company. In the cross-compound, as its name would imply, steam is used the second time before it is finally exhausted to the atmosphere. The air is also compounded; that is, main reservoir pressure is obtained by two stage compression. When steam is first turned on it is free to pass through the governor and on to the reversing valve chamber, also to the main valve chamber and against the inner faces of the differential pistons. Attached to the main valve rod are five piston heads, the two outer piston heads being the differential pistons, while the three inner piston heads act as steam valves which control the admission of steam to and the exhaust from both the high and low pressure steam cylinders. The first movement of the main valve will be to the position in which live steam will be admitted to the lower end of the high-pressure steam cylinder, causing the piston to move upward; the upper end of this cylinder is now connected, through the main valve, to the upper end of the low-pressure steam cylinder, and the lower end of this cylinder is connected through the main valve to the atmosphere. When the high-pressure steam piston very nearly completes its upward stroke, the reversing plate, which is attached to the top of this piston, will engage the shoulder on the reversing rod, moving the rod and reversing valve to their upper position. In this position of the reversing valve steam from the reversing valve chamber is admitted against the outer face of the large piston of the differential pistons, balancing the pressure on this piston; the pressure now acting on the inner face of the small piston of the differential pistons causes the main valve to move to its opposite position, in which live steam is admitted to the upper end of the high-pressure steam cylinder, and at the same time the lower end of this cylinder is connected through the

main valve to the lower end of the low-pressure steam cylinder, causing the low-pressure steam piston to move upward while the high-pressure steam piston is moving downward; the upper end of the low-pressure steam cylinder is now open to the exhaust. When the high-pressure steam piston very nearly completes its downward stroke the reversing plate engages the button on the lower end of the reversing rod, pulling the rod and valve down. In this position of the reversing valve the steam supply to the outer face of the large piston of the differential pistons is cut off and the chamber in front of the piston connected to the exhaust, allowing the main valve to again change its position, when live steam is again admitted to the lower end of the high-pressure steam cylinder, forcing the piston upward; at the same time the upper end of this cylinder is connected to the upper end of the low-pressure steam cylinder; the exhausting steam from the high-pressure steam cylinder will now force the low-pressure steam piston downward, the lower end of the low-pressure steam cylinder is now connected to the exhaust. Thus it will be seen that the high-pressure steam cylinder alone takes steam from the boiler; while the steam used in the low-pressure steam cylinder is but the exhaust steam from the high-pressure steam cylinder; therefore, the working pressure of the low-pressure steam cylinder acts as back pressure on the high-pressure steam piston.

The steam pistons and air pistons are connected by means of piston rods; the low-pressure air piston being connected to the same rod as the high-pressure steam piston; while the high-pressure air piston and low-pressure steam piston are connected to the same rod.

When the low-pressure air piston moves up it creates a partial vacuum beneath it, thus allowing atmospheric pressure to raise the lower receiving valves and fill this end of the cylinder with air at about atmospheric pressure. The air above the piston being compressed will force the upper receiving valves to their seats, preventing the return of the air above the piston to the atmosphere; at the same time the upper intermediate discharge valves

will be raised from their seats, allowing the air to flow from the low to the high-pressure air cylinder, the piston of which is now moving downward. The high-pressure air piston in moving downward will compress the air beneath it and force it past the final discharge valve to the main reservoir. On the opposite stroke of the pistons the action is the same only that air is compressed in the opposite end of the cylinders and the opposite air valves are used.

The intermediate discharge valves permit air to flow from the low to the high-pressure air cylinder and prevent its return to the low-pressure air cylinders; the final discharge valves permit air to flow from the high-pressure air cylinders to the main reservoir and prevent its return to the high-pressure air cylinder.

**Q.** What is the size of the different cylinders of the cross-compound pump?

L. P. S.

**A.** The diameter of the high-pressure steam piston is  $8\frac{1}{4}$  inches; the diameter of the low-pressure steam piston is  $14\frac{1}{4}$  inches; diameter of the low-pressure air piston is  $14\frac{1}{4}$  inches; diameter of high-pressure air piston is 9 inches; the stroke is 12 inches.

**Q.** What lift have the different air valves in this pump?

L. P. S.

**A.** The lift of the different air valves in all Westinghouse pumps are the same, 3-32 of an inch.

**Q.** What is the object of the grooves found in both ends of the low-pressure steam cylinder?

L. P. S.

**A.** The object of the by-pass grooves is to relieve the back pressure on the high-pressure steam piston just before the stroke is completed; as, for example, when the high-pressure steam piston is moving upward and the low-pressure steam piston moving downward, just before the low-pressure steam piston completes its stroke, both ends of the low-pressure cylinder are connected, past the piston, through the by-pass grooves, thus connecting the upper end of the cylinder with the exhaust, thereby relieving the high-pressure steam piston of the back pressure.

#### HOLDING FEATURE

**Q.** Will you please give an explanation

through the air brake department of the JOURNAL of how the holding feature of the engine brake is brought about, that is, why does the engine brake remain applied when the automatic brake-valve handle is moved to either released or holding position? Why does not the recharge of the brake pipe cause this brake to release the same as the train brake?

A. B. H.

**A.** Your question, no doubt, refers to either the E-T or L-T type of brakes, and as the holding feature is obtained in the same manner, what is to follow will apply to either type of brake. Let us first say, that the brake-cylinder pressure on the engine is entirely dependent on the pressure in the application cylinder; therefore, as long as air under pressure is retained in this chamber the locomotive brake will remain applied regardless of the pressure in the brake pipe. When the automatic brake-valve handle is moved to either release or holding position, the brake pipe is recharged and the triple valve part of the distributing valve or control valve will be moved to release position, thereby connecting the application cylinder with the release pipe, which is the lower pipe at the left on the distributing valve, and the upper pipe at the right on the control valve. Now, the opening of this pipe to the atmosphere is controlled by the rotary valve in the automatic brake valve, and where the handle is placed in any of its different positions, except running position, the opening is closed, consequently the air cannot escape from the application cylinder; therefore the locomotive brake will remain applied even though the brake pipe be recharged.

It is, of course, understood that recharging the brake pipe will cause the triple valves on the cars to move to release position, releasing the train brakes; but to release the brake on the locomotive it is first necessary to exhaust the air from the application cylinder, which may be done by moving the automatic brake-valve handle to running position. Should the locomotive brake remain applied with the brake-valve handle in lap position, but release in release or holding position, it would indicate leakage in the release pipe.

## NAME OF AIR PUMPS

**Q.** Will you please answer the following question: Why is the Westinghouse air pump called a cross-compound, while the New York air pump is called a duplex pump; are they not the same in principle of operation? They both have two steam cylinders and two air cylinders, and for this reason I cannot understand why they are given different names. L. M. R.

**A.** The name *cross-compound* is given to the Westinghouse pump on account of the steam, after having done work in the high-pressure steam cylinder, crosses over to the low-pressure steam cylinder, where it again does work before being exhausted to the atmosphere.

The name *duplex* as applied to the New York pump was, no doubt, derived from the type of valve gear used with this pump in which the movement of both steam pistons is necessary for the movement of both steam valves for the proper distribution of steam to and from both steam cylinders. The meaning of the word duplex being interdependent.

## PUMP LUBRICATOR

**Q.** Is it detrimental to a  $9\frac{1}{2}$ -inch Westinghouse air pump to equip the air end with an automatic lubricator; if so, why?

J. M. Mc.

**A.** There is no reason known to the writer why a  $9\frac{1}{2}$ -inch pump would be affected any more than any other size pump by the use of an automatic lubricator. However, automatic lubricators to the air cylinders of pumps of any size generally work out more harm than good, for, as a rule, too great an amount of oil is fed to the pump which is far worse than if no oil were used. While the proper lubrication of the air end of the pump is a thing desired, yet it is far better to deprive the pump of all oil rather than feed too much.

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 Questions and Answers

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BY JAMES GREGORY

**Q.** What would be the reason for lubricator feed to cylinder on one side feeding all right when engine is working, but feeding much faster when engine is shut

off? This same lubricator was O. K. before engine was overhauled.

W. R., Div. 10.

**A.** It is likely that in overhauling lubricator the choke for that side was not replaced or it may be the openings had become too large. The pressure of steam from lubricator should be held back by the choke so it would be the same whether engine was using steam or not, as it would be if openings in choke were proper size.

**Q.** If there are choke plugs in lubricator, are there also choke plugs needed at the steam chest end of oil pipes?

W. R., Div. 10.

**A.** When engines used lower steam pressure it was not always the case to use both, it not being deemed necessary to do so, but with the modern high steam pressure the problem of valve and cylinder lubricator became more serious and continuous supply of oil to cylinders became more urgent. It was then found that in addition to the choke at lubricator an oil plug in forward end of oil pipe, near steam chest, or point of delivery, overcame the back pressure from steam chests, thus insuring a continuous feed of oil to cylinders with any steam pressure used.

**Q.** What would be the matter with lubricator to prevent oil flowing through hand oilers with engine shut off, also lubricator shut off?

R. D.

**A.** If hand oilers refused to work it might be on account of dirt closing the small openings in cup, but if steam in cup prevented its taking oil there it would be due to a leaky steam throttle of the lubricator. The latter is most likely the cause, as hand oilers are used so seldom that the keeping of throttle valve of lubricator tight is often neglected. A leaky main throttle on engine would have the same effect, but it would have to be an unusually bad throttle to prevent oil from flowing through hand oiler cups if engine was drifting at any reasonable speed.

**Q.** We are getting some lubricators with a valve called a "booster" valve. The lubricator will work with this valve open or shut, then what is the purpose of it?

A. D. H.

**A.** It has been found that sometimes, when using superheated steam, the back

pressure of steam in oil pipes coming from forward connection of these pipes is such as to prevent proper circulation of oil through them to steam chest, or steam pipe, whichever they are connected to, so the Booster valve provides for a direct flow of steam from a point above the condenser to the oil pipes at a point beyond the choke plugs in the lubricator. This gives a better steam circulation through oil pipes than that afforded by the steam that is restricted in its flow by having to pass through choke plugs, as in the ordinary lubricator.

It is not deemed necessary to use the "Booster" valve at all times, but only when the circulation through oil pipes becomes sluggish, which may result from a too large opening in oil plug in oil pipe near where it connects to steam chest; this fault should of course be corrected.

**Q.** Before turning steam on lubricator, and before opening water valve, I opened feed valves and oil squirted out of all of them in a stream. After opening steam water valves the oil came out of the feeds with less force, came in drops instead of in a stream as before. There seemed to be more pressure behind the oil before the steam was let into lubricator than afterwards. How could that be? Would like it explained.

ENGINEER.

**A.** In the case you mention, the lubricator was filled when cold; after it became warm from the temperature of boiler, the oil expanded in the lubricator, causing a pressure greater than the boiler pressure. That is the reason the oil flowed faster through feeds before steam and water valves were opened.

It is the proper thing after lubricator is filled, to open the water valve so as to allow space in water tube for oil to expand in after lubricator gets hot, as the pressure from expansion of the oil is likely to bulge or even burst the lubricator.

**Q.** We are using superheater valve oil and it discolors the water in lubricator sight chambers. I drained water out of the chambers of all the feeds but after they filled again the oil did not flow from feed nozzle for a long time, though all valves were open on lubricator. It was fully ten minutes before lubricator would feed a drop. Is that not unusual? What

would be the cause of it? ENGINEER.

**A.** It must be first understood that the lubricator works on the hydrostatic principle. That is, the weight of the column of water in the water tube, the upper end of which is near the top of inside of condensing chamber, furnishes the overbalance of pressure in body of lubricator or oil reservoir which forces the oil out through feed nozzles. When you closed steam throttle and drew water out of sight chambers you likely not only drew out that in the chambers but you left the drain cocks open long enough so the water in condenser after pressure was drawn off flashed into steam, thus becoming empty. You had to wait then until the condenser filled with water (condensed steam) again in order to restore the hydrostatic pressure, the overbalance of pressure of water in water tube leading from condenser to reservoir. It would take some time for that amount of condensation to take place in a lubricator on which the steam had been turned on. The heat in cab would also delay condensation.

**Q.** Would it make any difference as to the effect of a leak in firebox whether the leak is above or below the fire line? I mean with regard to steaming of engine.

W. M.

**A.** If leak were below fire line it would represent only so much waste of water and affect steam making by requiring a more liberal supply through injector. If the leak were above fire line it would represent the same waste of water as before, and in addition would affect the draft, as the water would be converted into steam and have the same influence on the steaming of engine as a steam leak from any cause between the surface of fire and the stack.

**Q.** How would one know whether the valve or piston blows on an engine with a piston valve? Also how to tell if it is the steam ring or exhaust ring that blows, if the blow is in the valve? W. R., Div. 10.

**A.** If the cylinder packing blows, the sound is different, is deeper, more of a roar to it; besides, the blow will begin when engine starts from center and continue throughout the stroke, or nearly so, according to the cut-off engine is working in. If it is the steam ring of valve, by

placing engine on quarter position with lever on center then giving her some throttle, steam will show at cylinder cock, which it would not if valve ring were good, as in that position the ports of admission are covered by the valve. An exhaust ring blow will not show in a standing test, of course. If one is blowing, note at which point the blow begins. If it should be the forward exhaust ring, the blow will begin a little before exhaust should take place, or just when that ring comes over the admission port. With an engine working, say at half cut-off, the blow will begin when crank pin is about lower quarter position, and as much of the steam gets by the defectivering, the exhaust will be weak from that end of cylinder (forward) end. If one ring controls both admission and exhaust there will be a direct steam blow as well as an exhaust blow for that stroke.

**Q.** What effect will a blow of exhaust ring have on water consumption?

**W. R., Div. 10.**

**A.** A defective exhaust ring will cause loss of power by wasting the steam that should do work by being held in cylinder until exhaust properly took place. This would call for the use of more steam to overcome that loss of power, but there would be no direct waste of live steam as in the case of a cylinder packing blow, or a blow past a steam ring.

### TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

SPOKANE, WASH., June 1, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
In the footnotes and special rules on our time-table there is a rule which states that all meeting points shown on the time-table between trains of the same class are positive meets and that eastbound trains will take the siding.

The meeting point between trains No. 3 and No. 4 is at F, but No. 3 is delayed at J and the dispatcher puts out an order giving No. 4 right of track over No. 3 A to J. There is no right by direction, only that No. 3, westbound, will hold the main track at the meeting point.

Is the order proper and does it supersede the positive meeting point fixed by the time-table? What right has No. 4 to go past the positive meeting point on the order?

The rule reads, "Unless governed by special order all meets shown between trains of the same class are positive meets. Eastbound trains will take siding." **DIV. 147.**

**A.** Rules quoted above are not standard and the management of such a road may rule that a right of track order is sufficient to supersede the positive meeting points fixed by time-table, but unless such action is taken a right of track order does not supersede a fixed meeting point as the authority of a right of track order simply makes one train superior to another which in no way alters the purpose of a positive meeting point, whether fixed by rule or order.

The order issued in this case is proper when used for the right purpose, but it is not proper when used in connection with the rule mentioned.

The words "unless governed by special order" cannot be held to mean an order which is insufficient to authorize movement.

ST. LOUIS, Mo., May 23, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
There is a special rule in our time-table which states that "all freight trains will get a clearance card at C." It also states where passenger trains are required to get a clearance card. The other day a train with five coaches filled with passengers was run as preferred extra with rights over all trains from Z to A. This extra stopped and got a clearance card at C, for which the crew were criticized.

It is claimed that the extra had no authority to stop at C for a clearance card because the train was made up of passenger equipment. The train crew hold that if the train was not to stop at C for clearance it should have been run as a passenger extra. If a third-class train has passenger equipment but is doing the way work of a local freight would such train be required to stop for clearance at C? Suppose that a second section on a passenger train schedule is

run with 45 cars of merchandise, will it be required to stop at C for a clearance? Our time-table states that freight trains will not exceed a speed of 25 miles per hour. Must the merchandise train respect this rule? M. J. H.

A. In making special rules, when it is desired that trains of a certain class only are to be affected by a rule, such rule or special instruction clearly names the class which is to be affected. For example, Rule 86 states that an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown. This rule is designed to cover a certain class of train and cannot be made to apply to any other class train. Rule 25 is another sort of rule designed to cover a certain kind of train, not a certain class of train. It reads as follows: "Each car of a passenger train must be connected with the engine by a communicating signal appliance." This rule applies to every passenger train regardless of whether it is using a passenger train schedule or a freight train schedule, but the other rule quoted does not.

The application of a rule like Rule 25 or the application of a special notice like the one under discussion must depend upon the meaning of the term "passenger train." If we state that the term is given only to a train which is hauling passenger cars then it becomes necessary to define what a passenger car is. The first impression is that a passenger car is a car equipped with seats and windows—in short, the coach or sleeper with which we are all familiar—but such is not necessarily the case. Several coaches, so called, might be turned over to the air-brake department, the physical examination department, etc., and if used for that purpose it would be improper to call a train moving over the road with such equipment a passenger train. Such a train would be known as an instruction train, or an examination train. When the term "yard engine" is used it does not necessarily refer to an engine with steps on either end designed for yard service. This fact is ascertained in the

definition which states that a yard engine is "an engine assigned to yard service and working within yard limits." By studying these questions we come to understand that such terms derive their names from the uses to which the equipment is put and not from the design of the equipment. Thus, in certain circumstances it would be possible to run a string of box cars or flats as a "passenger train." All that would be necessary to accomplish this would be to put them in passenger service.

The train referred to in the question was clearly a passenger train regardless of the class designation under which it was run and was not required to stop at C for a clearance. If the rule in question had read, "Third-class trains will get a clearance card at C," it would apply only to trains moving on a schedule of the third class, but as it reads it affects the "kind" of train and not the "class" of train. "Kind" is determined by the use to which it is put; "class" by the schedule upon which it moves.

ALBANY, N. Y., June 2, 1916.

EDITOR TRAIN RULES DEPARTMENT: Order No. 1: "Extras 15 and 20 have right over No. 96 G to A." A is the initial station for No. 96, and our instructor has always told us that a meet order means that the trains must actually meet. Extra 15 arrived at A at 3:40 p. m. No. 96 reported for orders at 4:10 p. m. Can No. 96 check the register against extra 15 or must it have orders against them if it does not actually see the extra? READER.

A. A form C order, which was the order used in this case, is for the purpose of reversing the rights of trains and such an order is not considered a meet order. The register can be accepted as authority for the arrival of extra 15 the same as the register can be accepted by No. 96 for the arrival of any other superior train. That is to say, extra 15 has become superior to No. 96 but does not hold a meet with No. 96 at A; however, the order permitted extra 15 to go to A for No. 96.

The explanation to a meet order states that trains will run with respect to each other to the designated points and there meet in the manner provided in the rules.

From this explanation it can be seen that when the meet order is used the trains must actually meet or violate the instructions which govern meet orders. Your instructor is right, but a right of track order is not a "meet" order.

LOUISVILLE, KY., June 2, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**

At G, train No. 1 received order No. 1 reading: "No. 4 will run one hour late A to G." At F, No. 1 received order No. 2 reading: "No. 4 will run two hours late A to G. At E, No. 1 received order No. 3, reading: "Order No. 3 is annulled." Can No. 1 use order No. 1 after order No. 2 is annulled, or did order No. 2 supersede order No. 1? H. H. C.

A. Order No. 1 remained in effect after order No. 2 was annulled. The reason for this is that order No. 2 did not supersede No. 1. Both orders No. 1 and No. 2 were in effect before order No. 3 was issued. If order No. 2 had read, "No. 4 will run two hours late A to G, instead of one hour late" then it would have superseded order No. 1, and when order No. 2 was in turn annulled, it would have left train No. 1 without any orders. Orders to run late are fulfilled at such stations as the time expires at that station. For example, when No. 4 is one hour late at A order No. 1 is fulfilled, so far as that station is concerned, but order No. 2 is not fulfilled at A until No. 4 is two hours late. At B the orders are fulfilled in the same manner, and so on until the last station in the order is reached. For this and other reasons it is not thought necessary to supersede a run late order when a subsequent order is issued extending the time.

**Fourth Letter**

CHICAGO, March 17, 1916.

**FRIEND BILL:** I hope ye arre enjoyin yer raytirement these days, fer these arre the kind o days ye shud enjoy it Bill. The thranes weer haulin now arre a fright. I mane the frate thranes, Bill, fer I'm a long way from passenger, but I heerd it said up at tha meetin, the jint meetin, that it ud be ony a verry shart time till the passenger min and tha frate min ud be awl in tha same pool. One big raw

lad, he kem from down round Jitneyville somewhare, a regular sod buster he was too, and he is yet that saame fer that matther; well, he was talkin to Big Jim Brucer, who ye well know is one o tha oldest, and one o tha finest that ever pulled a limited thrane over any line. A finished performer and a gintleman as well. Yes, it shure wur a joke ta heer tha raw lad in his fursht shtore handmedowns, an no ividence av rayfinement saving a shtrong shmell o hair ile thryin to show oudl Jim what a fine day it ud be ta have all tha ingineers on even futtin, an himself promoted only a year ago. Yes Bill its awl the talk here now. But thats in tha fewcher as Windy Jim ud say, so we have plenty o things to keep us ingaged fer tha prisint, an thay say tha prisint is tha all impartant time. I had that proved to me satisfaction lasht thrip in a way I'll never fergit, nor fergive. It wur like this Bill. Me regular man, he's a rooshin er sumthing I think, annyway his name is Patrinski but thay call him Pat fer short. Bechune you an me he don't deserve tha honor, so I calls him everythin else but that, sum harrd names among thim ye may be shure, but thares times whin I can't find one shtrong enough to propperly fit. Yes, the big forriner useta shpade coal down at tha docks, so much a tun, an be tha way he fires he thinks he's doin it yet, an beleve me Bill if he was he'd be airnin more money than tha Masther Mechanic, fer he fires like shovelin sand into tha lake. Well, annyways, as I sed befoar, I had me thrubbles lasht thrip. Ye see Bill its tha way now, ye musht thrate the fireman as yer aqual ye know. Well as I sed befoar, tha laad wur tellin a joke o some kind ta tha hed man an puttin in enuff coal bechune times to airn his pay, an nobody sayin a wurd about shteem but tha gage, an it goin back an back, an tha inside o tha firebox lookin like a pitcher av a sunset on tha rocky mountains; but ta cum to tha pint Bill, I kep shuttin off tha gun till the biler was gettin dhry as hell an me thryin ta see water in tha bottom o tha glass like a goose lookin down into a bottle. De ya think tha big forriner ud tumble? No, he kep on tellin tha yarn an airnin his pay. I useta say ta him befoar, whin he'd get balled up like tha



giv er tha hook ya big round head an if ya want ta talk hire a hall, an if ya want ta shovel coal throw half o that yer shovelin outo tha gangway; but afther tha jint meet-in Bill, an tha walk around, an tha han shakin an tha con talk, awl I cud do wur ta grit me teeth an wish tha biler ud blow up, which o course it cud not wud 90 pounds. Annways, we died on tha main track wud a dhry biler, an tied up tha system. O course we didn' have no words about it. Tha lad kep on tellin his yarn ta tha hed man, an when we shtopped ded he sed ta me, Bruther, she's a bum mill. De ye get that Bill? So ye can see fer yerself Bill, that federashun is not wudout some wake pints, as Windy Jim ud say in addhress on principle an praktice. Yes, old scout, when we died that day on tha mane thrack an me not buttin tha game, but thryin ta pretind I didn't care, just so me bucko wudn't be offinded, rite thare Bill federashun got a harrd jolt. One more thrip like that an it will be the bug house fer mine.

Oh, everythin is so different now. Ya raymember tha time Bill when we'd go down ta go out, an we'd put our dinner bucket in tha gangway to go an raygister, an when we'd go back ta tha ingin we'd find tha bucket put away in tha box, an if we got tha tools down ta set up a wedge er key a rod tha laad ud be rite thare look-in on, a helpin, an asken questions an thryin ta larn all about tha wurk, an how yeed take a delight in tellin him, raymembirin that wur tha way ye larned tha game yerself.

An ya know as how tha min that wur promoted afther that kind of a thrainman wur tha besht runners tha raleroads ever had and arre so yet. What do ya think tha big rooshin sez ta me one night when tha ashan wur full an tha firebox tha same way an we shtallin on level thrack wud 80 pounds? I mentioned the fact as gintle as possible, tho I had 200 pounds pressure on meself an almosht ready ta pop er blow up. Yes I mentioned tha fact, as I sed befoar, sayin thare seems ta be sumthin rong, an he sez, yes thare is. I sez an what do ya think it is, and he says, lookin roun ta see that tha hed brakey wur listenen, he sez, proud like, she ain't got quite enuff leed. I sez

whatinell is that, an he says, I know what it is but I don't think ye could grasp it fer its purty deep. At that I sez if its deep as yer fire tha devil couldn't grasp it.

O course federashun is new yet an like new shoes will pinch here an thare fer a time, but when properly broke in, it may be alrite Bill. Yours truly, DAN CASEY.

### Pearson's Supports Eight-Hour Move

One of the best articles in support of the demand of the men in train service for an eight-hour day appears in the June issue of *Pearson's Magazine*, written by Frederick Kerby.

In the first paragraph Mr. Kerby referred to the tactics employed by the New England mill men 79 years ago when their employees were trying to reduce the hours of labor. They were making 12 hours for five days' work in the week and 9 hours on Saturdays.

To defeat the employees, the mill men employed a famous economist, Prof. Nassau W. Senior, of Oxford University. This learned professor showed that the entire net profit in the cotton mills was produced in the last hour of labor in the mills; and that if the day were shortened one hour the net profit would entirely disappear, and if shortened one hour and a half, the gross profit would disappear.

In the light of what has happened in the United States, and what is still happening, the discovery of Professor Senior is amusing. It is known now that a cotton mill will make more money by reducing the hours until the employees can do good work throughout the entire day than it can by so overworking the employees that they can do good work during no portion of the day.

But the tactics have not changed. The same arguments, or nearly so, are still going the rounds. The Federation of Labor, three years ago were trying to secure the passage of a law to limit the hours of women and children in factories in one of our Southern States to 9 hours per day. The legislature had already voted to limit the hours of men in coal mines to 8 hours, but when confronted with the Senior argument, some of the men succumbed, who had voted for the eight-hour law in the mines, and refused

to vote for the law to limit the hours of women and children to 9 hours per day.

Mr. Kerby gives particular attention to the exact meaning of the eight-hour movement and the demand of the men in train service. We believe that a mistake has been made by failing to analyze the proposal of the trainmen specifically.

At the outset, Mr. Fitzpatrick, Vice-President of the Brotherhood of Railway Trainmen, published an article in the *Trainmen's Journal*. The article was written in December and published in January.

In this publication, Mr. Fitzpatrick, anticipating that the railroads would claim that it was impossible to relieve the employees in road service exactly when eight hours had elapsed, gave an explanation of how they might give the principle an application, by making eight hours the basis for a day's work.

No difficulty is found in arriving at an understanding of this principle when applied to switching service, helper service, work-train service and the like, for here the men can be relieved when they have worked eight hours. To give effect to the agreement, we wish it understood that, if they refuse to relieve the men when the eight hours have elapsed they shall pay them at a higher rate. This will make the agreement effective. Touch the employer's purse and he immediately responds.

Evidently having the above class of service in mind Mr. Fitzpatrick, before the proposal was actually formulated, used the following language:

"The eight-hour basic workday contemplates that eight hours shall be the basis for a day's work, and any time in excess thereof shall be paid for as overtime; consequently, under such a provision there is no limit to the hours worked."

This explanation was sufficiently clear for the men familiar with railway operation to understand it, and they did understand it; but the trained publicists of the railroads were quick to see that the public might be made to believe it had a different meaning from what was intended.

They immediately wrote it out to mean that the trainmen did not want an eight-hour day, but merely wanted overtime to commence after eight hours, and wanted

time and one-half for the time worked after the eight-hour period had elapsed. The men who wrote this up knew better. They knew that the provision for a rate of pay half as high again for overtime was designed especially to prevent there being overtime, and they knew it would do it in a large measure.

When we come to apply this principle of a basic day to road mileage, the trained experts see again that it is difficult to have the public understand the system, and they take advantage of the fact. For this reason we believe that it is a good idea to constantly keep this feature before the public and that each member should be conversant with it.

This eight-hour movement means that we are going to insist that the railroads permit us to go along with a freight train at the rate of 12½ miles per hour, eight hours to be consumed for each 100 miles that the train goes; and if they overload the engine so that it cannot do this, we are going to insist that overtime be paid at the rate of one and one-half the rate paid for the first eight hours. If the run is for 150 miles, no overtime would be paid until 12 hours had elapsed; if for 200 miles no overtime would be paid until 16 hours had elapsed. The hours-of-service law would then require the crew to be relieved and there would be no overtime.

We have not attempted to follow the language of Mr. Kerby, but merely his plan, in making it as plain as we possibly can, just what the proposal of the trainmen means. Once more let it be said that the public who want freight knows that it is poor business to overload an engine until it cannot make 12½ miles per hour, and they will never support such management.

If the public can be made to understand exactly what this eight-hour movement means to them in the way of better service in freight movement and greater safety in passenger travel, the railroads will never receive their support.

Their attempted scare about it costing \$100,000,000 to meet the proposal of the trainmen is based upon conditions as they are now. We propose to reform those conditions, to the advantage of the public, the railroads and ourselves.

### Salary of Safety Inspectors

#### COMMITTEE MAKES FAVORABLE REPORT ON BILL

The National Legislative Representatives appeared before the House Committee on Interstate and Foreign Commerce and submitted a statement in favor of an increase in compensation for the Government safety appliance and locomotive inspectors, and on May 26 Representative Sterling, of Illinois, who sponsored the bill in the House, submitted a favorable report on behalf of that committee, strongly indorsing the proposed increase. The bill is now on the calendar of the House with good prospects that it will be passed. Senator Cummins, of Iowa, introduced the bill also, and it is expected that a favorable action will be secured on it in the Senate.

The bill, which is favored by the Transportation Brotherhoods, is to increase the salaries of the chief inspector of locomotive boilers, the two assistant chief inspectors and the 50 district inspectors. The chief inspector now receives a salary of \$4,000; the bill proposes to increase his salary to \$5,000. The two assistant chief inspectors now receive \$3,000 each; the bill increases their salaries to \$4,000 each. The 50 district inspectors now receive \$1,800 each; the bill increases their salaries to \$2,400 each.

The report submitted by Representative Sterling contains copy of a letter from the chairman of the Interstate Commerce Commission, in which it is pointed out that when Congress fixed the salaries of locomotive boiler inspectors the Commission felt that consistency and fair treatment required that the salaries of the chiefs, assistant chiefs and inspectors in connection with the safety-appliance and hours-of-service acts should be brought into alignment therewith, which resulted in increases at that time for the safety appliance staff. The Commission now takes the position that if the salaries of locomotive inspectors are increased, as proposed, the same motives of consistency and fair treatment will probably lead to corresponding increases in the Division of Safety, "the work of which is not less exacting or important." The Legislative Representatives have favored

equal increases in both divisions and the letter of the Commission is a virtual indorsement of this position.

The report submitted by Representative Sterling states that the committee feels that this increase is justified, and that it is necessary in order to secure and retain in this important service that high class of men needed for the responsible duties imposed upon them. It calls attention to the extension of the boiler inspection law and the additional duties that have been imposed upon the inspectors, which very largely increase their responsibilities. "When the duties of these men were increased," the report states, "they were subjected to a rigid examination as to their qualifications to do this work. All the men in the service at that time successfully passed the examination, showing that the men who had been selected for the service were high classed, capable men." The report also calls attention to the fact that two inspectors have already resigned their positions to accept higher salaries from railroad companies, and that the service is so important, both to the public and to the men who operate railroad trains, that the most capable and competent men should be employed, and the Government can not well afford to allow these men, when their fitness has been proven, to be taken away from the service.

The report quotes extensively from the statement submitted by the Legislative Representatives as being conclusive of the efficacy of the locomotive inspection law and the safety appliance acts. After quoting the accident statistics, with which members are familiar, the report states:

"When we consider the excellent results flowing from the passage of the boiler inspection law in the brief time it has been in force, it is safe to predict that the service may be so perfected under governmental regulation that it will practically eliminate accidents on account of defective boilers and engines, and human life and limb greatly conserved."

The committee likewise praised the effect of the safety appliance law which has also done much to prevent accidents and to conserve life and limb, and concludes:

"In view of the excellent results reached by these regulatory acts, we are justified in the conclusion that Congress has done much and can do much in the future by

the way of wise legislation to prevent accidents on railroads and add to the safety of the men engaged in that important service, and to the traveling public."

A copy of the statement of the Representatives favoring the increase in compensation for Government safety appliance and locomotive inspectors has been sent to each Lodge and Division of the four Organizations, and a limited number in addition remains on hand and will be sent to members on request to the National Legislative Representatives, at 101 B street S. E., Washington, D. C. The statement contains a defense of the headlight rule pending before the Commission and explains the status of that matter.

#### BROTHERHOODS NOT RESPONSIBLE

The *Railway Age-Gazette*, in an editorial in its issue of June 9, falls into an error in attributing to the National Legislative Representatives responsibility for the introduction in Congress of a train-length bill.

Ordinarily aspersions cast by this railway organ upon the employees of the railroads and the activities of their chosen representatives are passed unnoticed, but in this instance it is deemed sufficient to quote the editorial referred to and recite the true facts in the case:

"The agitation for legislation to limit the length of freight trains finally has been carried into Congress. Representative Murray, of Oklahoma, has introduced a measure prohibiting the operation of trains more than one-half mile long in interstate commerce or in the District of Columbia. Of course, it is inspired by the railroad labor lobby. The leaders of the train service employees are in conference in New York with a national committee of managers representing the railways regarding demands of these employees for enormous increases in wages. At the same time their lobbyists are busily engaged in trying to secure legislation to destroy the very methods of operation which alone made it possible for the railways to pay the existing high wages without either great advances in freight and passenger rates or universal bankruptcy. The inconsistency of asking simultaneously for shorter trains to run and more pay for running them is, it would seem, rather obvious to all except those who don't want to see it. It is an attempt to get higher wages because the efficiency of railway operation has increased and at the same time to reduce the efficiency of railway operation. The service Brotherhoods are trying to

ride two horses that are running in opposite directions. Never in their history were they so rashly and stupidly led; and it is only a matter of time, and of a comparatively short time, until this will be the undoing of their present leaders or of the Brotherhoods themselves."

On September 26, 1914, during the Second Session of the 63rd Congress, Representative Murray, of Oklahoma, introduced a bill (H. R. 18988) to limit the length of trains to one-half mile. In the report on National Legislation covering that Congress, the National Legislative Representatives, after calling attention to the bill, made the following comment with reference to its introduction:

"It is understood that the Murray Bill was introduced at the instance of one Fred L. Feick, a member of the B. of R. T.; and his action was taken entirely without the knowledge or consent of the Chief Executives or the Legislative Representatives."

Prior to the opening of the present session of Congress, the four Chief Executives and the National Legislative Representatives met in Washington and discussed what should be done at this session. The circular letter sent to all Lodges and Divisions under date of December 11, 1915, shows the following action taken by the Chief Executives with reference to the train-length bill:

"It was unanimously agreed that on account of the pending concerted movement regarding the eight-hour day, time and one-half for overtime, etc., by the four organizations, action on this matter should be held in abeyance until after the concerted effort had been made."

The writer of the editorial in the railway organ may not have known that the representatives of the Organizations, who presumably constitute what is designated as "the railroad labor lobby," had nothing whatever to do with the reintroduction in this session of the Murray bill. Obviously the National Legislative Representatives cannot be held responsible for the introduction of bills by members of Congress.

#### HEARINGS ON CLEARANCE BILL

By courtesy of Senator Thompson, of Kansas, who introduced the Clearance bill, at the request of the National Legislative Representatives, there is being ser-

to the chairmen and secretaries of the State Legislative Boards and to each Lodge and Division of the four Organizations, copy of the hearings that were held on this important safety bill.

The measure is being very strongly opposed by the railroad companies. The hearings were arranged before a sub-committee of the Senate Committee on Interstate Commerce, consisting of Senator Thompson, chairman; Senator Underwood and Senator Brandegee. The four National Legislative Representatives consumed the entire time at the hearing on the first day in submitting arguments and data in support of the bill and in answering questions that were asked by the Senators. The officials representing various companies appeared on a subsequent day in opposition to the bill, and thereafter the four Representatives were permitted to make a statement in rebuttal.

Substantially, the same course was followed before the House Committee on Interstate and Foreign Commerce, where the same bill, which had been introduced by Representative Decker, of Missouri, was pending.

In order to secure favorable action upon the bill, it will possibly be necessary to make certain modifications; and these changes are being worked out with members of the committees, the indications now being that a bill will be formulated which can be passed, and which will bring a great measure of relief from dangerous conditions that now exist and be an absolute protection in the future. In suggesting certain modifications to the bill as originally introduced, the Representatives stated:

"It is not our purpose in asking Congress to give consideration to the question of a proper clearance bill to request the impossible nor the impracticable. We realize fully from our practical experience and knowledge of conditions as they exist in many localities, that we cannot expect to have a law passed that will bring immediate relief from all of the dangers that now exist on account of improper clearance conditions. We do not hope for the attainment of the ideal, but we do hope that the committee will see the necessity for a law to stop the killing and maiming of hundreds of engine and trainmen on account of these obstructions that are maintained along the line of track. The hearings upon the pending bill have very forcibly brought to the attention of Congress the dangerous conditions that exist."

#### HOURS OF SERVICE AMENDMENT PASSED

President Wilson has signed the bill amending the 16-hour law so as to provide a minimum fine of \$100.00 for violations thereof. As amended, the Act provides for "a penalty of not less than \$100.00 nor more than \$500.00 for each and every violation," and it will now be impossible for the courts to impose fines as low as one cent, as has been done in the past. The bill was introduced at the request of the National Legislative Representatives by Senator Robinson, of Arkansas, and Representative Dewalt, of Pennsylvania, and was favorably reported by the Committees of the Senate and House and passed by the two branches of the National Congress without objection.

The adoption of this amendment will undoubtedly tend to a stricter observance of the 16-hour law, as the infliction of penalties of a few dollars, or even a few cents, has been an inducement to the railroads to disregard the hours-of-service law, since it has been more profitable in certain instances to pay the fine than to observe the law. As pointed out in the report of the House Committee on Interstate and Foreign Commerce, accompanying the bill, the courts have taken advantage of the latitude allowed by the statute, and the widest possible variation has existed in the amounts assessed, although in a remarkably few number of cases was the maximum penalty imposed. The data, which were taken from a statement furnished to the Committee by the National Legislative Representatives, show a tabulation of 271 cases, embracing 4,265 counts in which violations have been made out and penalties assessed by the courts. In all except nine counts out of this total, the penalty imposed was less than \$250.00; the maximum of \$500.00 having been assessed in only seven counts. The average per count for all violations prosecuted to judgment was \$37.58.

Commenting upon the reduction in the last three years in the total number of instances of excess service under the hours-of-service act, the Committee report states:

"Our opinion is that when the 1913 analysis came out it showed such a staggering total of instances of excess service and indicated such deplorable conditions on many of the roads that the carriers were themselves ashamed of their record and have put forth efforts to alleviate this condition."

H. E. WILLS, Asst. G. C. E.

# The Eight-Hour Day Movement

Headquarters B. of L. E. Building, June 10, 1916

## National Conference Committee on the Eight-Hour Movement

The National Committee of the railways and the four Orders of employees of the B. of L. E., B. of L. F. & E., O. R. C., and B. of R. T., held their first session in the Engineering Society Building, New York City, on June 1, 1916, with the Master Reporting Company as official stenographers.

The meetings were open to the public, one session daily, 10 a. m. to 1:30 p. m.

The members of the Committee for the railways are:

Elisha Lee, Asst. Gen. Mgr., Penna. Railroad, Philadelphia (Chairman).

P. R. Albright, Gen. Mgr., A. C. L. Railroad, Wilmington, N. C.

L. W. Baldwin, Gen. Mgr., Cent. of Ga. Railroad, Savannah, Ga.

C. L. Bardo, Gen. Mgr., N. Y., N. H. & H. Railroad, New Haven, Conn.

E. H. Coapman, Vice Pres., Southern Railway, Washington, D. C.

S. E. Cotter, Gen. Mgr., Wabash Railroad, St. Louis, Mo.

P. E. Crowley, Asst. Vice Pres., N. Y. C. Railroad, New York, N. Y.

G. H. Emerson, Gen. Mgr., Great Northern Railway, St. Paul, Minn.

C. H. Ewing, Gen. Mgr., P. & R. Railway, Philadelphia, Pa.

E. W. Grice, Gen. Supt. of Transp., C. & O. Railway, Richmond, Va.

A. S. Greig, Asst. to Receiver, St. L. & S. F. Railroad, St. Louis, Mo.

C. W. Kouns, Gen. Mgr., A., T. & S. F. Railway, Topeka, Kans.

H. W. McMaster, Gen. Mgr., W. & L. E. Railroad, Cleveland, O.

N. D. Maher, Vice Pres., N. & W. Railway, Roanoke, Va.

P. H. Morrissey, Asst. to V. Pres., C., B. & Q. Railroad, Chicago, Ill.

James Russell, Gen. Mgr., D. & R. G. Railroad, Denver, Colo.

A. M. Schoyer, Resident Vice Pres., Penna. Lines West, Chicago, Ill.

W. L. Seddon, Vice Pres., S. A. Line Railway, Norfolk, Va.

A. J. Stone, Vice Pres., Erie Railroad, New York, N. Y.

G. S. Waid, Vice Pres. & Gen. Mgr., Sunset Central Lines, Houston, Tex.

J. W. Higgins, C. P. Neill and J. G. Walber.

The Committee representing the employees are: A. B. Garretson, Pres. O. R. C., chairman; W. S. Stone, G. C., E., B. of L. E.; T. Dodge, Asst. Pres., representing W. G. Lee, Pres. B. of R. T. during his absence, attending the B. of R. T. Convention; Timothy Shea, Asst. Pres., representing W. S. Carter, Pres. B. of L. F. & E., during absence at Convention, and the General Chairmen.

The first day was devoted to preliminary rules and listing the various roads to be included in the negotiations.

The second day was devoted, Chairman Elisha Lee said, to getting things ironed out; that is, getting an understanding of what the eight-hour day meant in practice. The discussions made 104 pages of printed matter, about 55,000 words.

That the discussion of the application of the eight-hour day, as applied to the hundreds of runs on the thousands of miles of roads involved in it, means a lot of time, is evidenced by the fact that they grind out about 60 pages of printed matter per day. All sorts of varying conditions must be taken up and the application and cost elucidated, and again taken up by each side, and a conclusion reached to be brought up again for mutual agreement, and it will be seen that the effort to standardize the wage condition for all the railroads is of necessity a long-drawn-out conference.

No business agreement and working conditions involving so many men and such vast interests as are under discussion between the representatives of the railroads and those employed in transportation service ever before approached its magnitude.

The best talent in the service of the railroads is employed to prevent concessions, and the best talent in the four Organizations is contending for the

concessions asked for by the employees. The latter are as astute as the former when it comes to a discussion of the real work done, the time it requires, and consequent strain upon the mental and physical powers in its performance, and they deserve the confidence of all members of the four Organizations.

The press in New York which make their money by selling advertising space and even editorial space to business men and financiers, naturally have little to give to the public in relation to the negotiations. The *New York Call*, the Socialist representative, has given extensive space to discussion and interviews, and we assume that the *Call* is getting extended patronage in return.

The *Call*, which has in display type "The Fair Play Paper of New York," in its issue of June 8, says: "Preparations have already been made by the railroad magnates of the United States to crush a possible general strike of the 300,000 members of the four railroad Brotherhoods by the use of the machinery of the Federal Government."

We give no credence to such a statement and allude to it only because the subject is broached, and may convey a wrong impression.

First, we do not contemplate a strike, something that the managers can as ill afford as the employees. While we recognize the fact that the managers are organized, as we are, we believe that the general public recognizes the fact that the Organizations in train service are fully as needful for the public good, and while the thing that actuates the general public is a desire not to be inconvenienced by either, if the railroads think they can refuse to do anything to prevent a strike, and by refusing try to bring about strike conditions with the assumption that the railroad managers can call on State and Nation to furnish troops to sustain them in their attitude, we are firmly convinced that the States and Nation will not permit them to commit that kind of suicide, but will tell them a few things that are necessary to do to try to avoid the need of troops to guard their properties while they substituted strikebreakers for their old, tried and honest employees.

We believe that the general public has come to think that the constitutional right of protection guaranteed every law-abiding citizen under our Government as being a more important consideration than the upholding of the claim of the strikebreaker to the privilege of seeking employment wherever he pleases, or permitting any factor to employ them whenever that can be avoided by an effort to adjust the disagreement by the use of every means available.

Every safety device has been fought for by the employees, and against by the railroad managements; the cost in each instance has been put at fabulous figures, but all of them proved a benefit to both the employees and the companies, and so with the eight-hour day which is coming to be recognized as beneficial to business, as well as the workers.

New Zealand adopted the eight-hour day in 1901, and within the last year, Norway, Switzerland, Portugal, Greece, Uruguay, and Germany, even in war times, have limited the hours of work to preserve the mental and physical man so he could render his best service.

In our own country 30 States have the eight-hour day for public works and for private employers on public contracts. "The victory of a shorter day," said a French economist, writing of the famous Belgian experiment with the eight-hour day, not based on deductions from abstract principles, but on the induction of men of affairs from observed facts of experience.

"Its human results are seen in improved management and stimulated invention on the part of the employers, and in heightened energy and efficiency of the workmen."

We believe this result would follow in railroad practice with the adoption of the shorter day, and that eventually the railway managements would profit by it.

#### THE EIGHT-HOUR DAY

Texas enacted an eight-hour day, and the Attorney General of that State rules that "eight hours begins at the time an employee reports for duty and ends at the hour he is discharged, not including the noon hour." He ruled that the time required in harnessing horses,

greasing wagons, and going to the place of employment, as well as returning to the barn, should be included in the number of hours worked in a day. This is and has long been the contention of Engineers, Firemen and Trainmen, that they should be paid for the time necessary to put the power or train in order to start on its run.

The granite cutters have secured the eight-hour day in thirty-one cities, with a minimum \$4.00 day, and a half holiday on Saturdays.

The coopers have secured an eight-hour day with \$23.00 a week of 48 hours.

The carpenters have the eight-hour day and increased wages in many cities.

The eight-hour day is being so generally conceded that it would seem that there was little ground for contention against granting it to men in the transportation departments of the railroads. There is no occupation where a shorter day would contribute so much to both safety and efficiency.

#### HOURS OF SERVICE BILL

On May 17 the House Committee on Interstate Commerce reported favorably the bill to amend the Federal hours of service act, one important effect of which is to establish a straight eight-hour day in all offices operated continuously night and day.

#### ANTISTRIKE REMEDY

In the Eastern Wage Movement in 1912, President Van Hise of the University of Wisconsin, was chairman of the Board of Arbitrators, and after presenting the findings of the Board, personal opinions were expressed under the head of General Considerations. A synopsis of the growth of the railroad organizations was given, particularly that of the engineers, and the conclusion was reached that the locomotive engineers had ultimately acquired a strength in wage bargaining comparable with that of the operators, and in the 24 pages of discussion of the dangers, to the railroads and the public, with such power vested in organized employees, he suggests that as the railroads are subject to regulation by Commission, that the disparity of status suggests the creation of

a National and State Wage Commission; and now in connection with our eight-hour movement he is quoted in a signed letter in a local paper as advocating: "That wages of public utility employees be handled by public utility commissions in the same manner that capital is regulated," and suggests that "the question of wages and standard of living of the various workers could be decided by these commissions, they to have expert and statistical aid to gather the facts bearing upon the economic condition of railroad employees."

We are not sure what is meant by "economic conditions"; economic is a word with a wide application. Crabb says: "To be economical is a virtue in those who have but narrow means" and in defining the word he discriminates between economical, saving, sparing, penurious and niggardly, and says: "He who is sparing will generally be sparing out of the comfort of others," and we are inclined to the belief that President Van Hise is of the sparing class. He recommends class legislation and would shackle the rights of those it applied to, a condition of legal servitude that would deter intellectual men from entering a service that required years of hardship and danger to learn. His proposition means compulsory arbitration, compulsory service, with a commission to investigate economic conditions, with power to fix wages down to the margin of possible subsistence, if the income of the road has been exploited so that dividends were endangered.

He seems to be greatly exercised over the possibility that the railroads may need to make a wage change which might possibly create additional expense, while the railroads are denied the privilege of increasing rates to meet it. He does not deal with the justice or injustice of the requests of the employees, his whole thought seems centered on devising some means through which the railroad employees can be put upon the same basis as soldiers, with the voice of labor entirely eliminated from the conditions under which they shall serve. He would have their services regulated by law, and have a commission, or experts em-



ployed by them, go into the homes, investigate their habits, if the wife knew how to cook, how to make hash out of the leavings, if they indulged in any unnecessary amusement, if the employee slept as many hours as the commission thought he ought, and made the best use of his earnings.

With this information establish a minimum cost of living to be used when required to fix a wage scale that would not interfere with dividends, and without investigating the economic conditions of the railroad companies. This is not what he says, but it is what he says means in practice.

President Van Hise, like many other educators, is undoubtedly for the unlimited freedom of contract, the theory of Adam Smith and other economists of his day which brought to the workers of England instead of justice a period of horror that is known in economic history as the period of English wage-slavery. But the B. of L. E., which President Van Hise says has grown until it has a large degree of contractual power with which to negotiate conditions for its members, will not stand idle while their hands and minds are being tied with a law which spells destruction to the Organization and to individual liberty. We ask for what we believe to be justice for our services, and we are just as energetic in looking after adverse legislation, and looking after those who take advantage of individual members serving under contractual relations, and we do not have much trouble in finding something to do.

#### THE UNITED STATES CHAMBER OF COMMERCE LOBBY

The United States Chamber of Commerce, as a name, evidently sounds bigger to this bunch of lobbyists than The Manufacturers' Association; they propose to pass a joint resolution instructing the Interstate Commerce Commission to investigate the railroad situation with respect to working conditions, rates of pay, and hours of service of each class of railroad employees as compared with wages and hours of labor in other industries where similar skill and risk are involved,

the relation of wages to railroad revenues, etc., and suggest that it would be the sense of Congress that the railway companies and their employees should cooperate with the Commission, deferring pending controversies over the questions at issue until the Commission may be able to report.

They are actuated probably by two motives: First, the thought that their own interests might be disturbed if there was any trouble in reaching a settlement, but more likely are actuated by railroad influences, as there is an evident desire on their part to get the employees in the same predicament the railways are, so that when any changes in wages or working conditions are wanted, we will have to go to the Interstate Commerce Commission, ask them to intercede, or order the change in rates or conditions, and then wait until the political atmosphere has cleared up by virtue of a created public sentiment, or fear of labor troubles, which they hope to make impossible because the law putting the regulation of labor in transportation service into the hands of the Government would prohibit quitting the service, except as individuals. The railroad companies have asked and petitioned the I. S. C. Commission for increase in freight rates, and are now asking for what we believe they ought to have—increased pay for transporting the mails—but they do not get it, even with the help of the various Chambers of Commerce. Evidently those in authority are not satisfied that the public are convinced that the overhead charges in railroad practice are not too high. The proposition is that if the railroads are regulated it is consistent to have those employed by the railroads regulated; but the distinction is wide. They have no place in the business, do no exploiting, and they should not have their only means of self-defense negated by any legal enactment which would deny them the right to quit a service when it becomes unethical and unjust. Our legislative representatives in Washington should, and doubtless will, see that the United States Chamber of Commerce Joint Resolution does not accomplish what it is designed to do—disrupt the labor organizations in train service. oogle

## LIBERTY IN GOVERNMENT SERVICE

In 1902 the employees in the Postal Department of the Government had joined the forces of organized labor, and thought they were in condition to present grievances, of which there were plenty, but the officials of the Postal Department were immediately up in arms against any interference with their official prerogative and induced the then President Roosevelt to issue an *executive order* prohibiting the right of petition. After continued protests against this ruling, which negated the organization's usefulness, they formed The National Federation of Postal Clerks and affiliated with the American Federation of Labor which, in a political sense at least, was beneficial. In 1912, during the discussion of appropriations for the Postal Department, several Congressmen brought to light the treatment of the employees, which evidently exercised enough influence to secure the passage of the Lloyd-LaFollette Amendment which annulled the gag rule issued by the President, but seems to have left little liberty to any class of men in Government service, for in November, 1915, some of the men in classified civil service were removed at Fairmount, W. Va., which induced twenty-six clerks and carriers to resign in a body because of undesirable conditions. They are said to be members of the original postal clerks' union, and did not have the assistance of the A. F. of L. They were eventually indicted on the claim that they were interfering with the U. S. mails, and were fined from \$5 to \$500, a total fine of \$1,400. They seem to have had a poor adviser for a lawyer, as it is reported that he advised that they plead guilty, or *non contendere*, which means the same. One of the carriers was so worked up over the affair that he shot himself, leaving behind a wife and three children.

The situation is so undesirable and oppressive in Washington, D. C., that they have organized The Federal Employees' Union, which 5,000 have joined since March 1, 1916, and we append a very interesting letter from the president of this union, H. M. McLarin, which deserves a thoughtful reading, particularly those who seem to think that our seniority law

(our civil service) favors a few instead of guarding the rights of many:

*To Editors of Labor Papers and Journals:*

"The Federal Employees' Union of Washington, D. C., has been formed since March 1, 1916, and is now composed of about 5,000 employees of the Government of the United States in the District of Columbia. We are affiliated with American Federation of Labor under Federal Labor Union Charter No. 14,632. The organization is formed for the purpose of improvement of the Government service and the conditions of the Government workers generally. We hope to extend the organization throughout the United States by the formation of local unions in various cities, and when these locals are sufficiently strong, organize them into a National federation.

"Some of the specific objects of the organization which have been suggested are the protection of the workers from legislation inimical to their interests, the extension of the merit and *civil service* system to all Government workers, the procurement of legislation beneficial to such workers, Saturday half holidays throughout the year, reclassification of salaries proportionate to and based upon both the value of work done and *seniority*, proper methods and schedules of promotions, including more frequent if somewhat smaller increases in salaries, reasonably safe and comfortable places in which to work; protection against oppression by unreasonable rules and regulations, a satisfactory retirement law to care for superannuated Government employees, improvement of the methods and systems of doing Government work, and other advantages which we may be able to secure.

"The first undertaking of the organization is in support of the Nolan minimum wage law providing for not less than \$3 per day for all Government employees. The hearings on this bill have brought out the fact that the United States is employing more than a third of its workers at less than a thousand dollars a year, and more than a fourth at less than \$840 a year. The condition of these poorly paid workers for the United States is graphic-

ally set forth in the printed hearings on this bill, which may be obtained upon application to the Congressmen from the various districts. People generally suppose that Government employees are the best cared for and best paid workers in the country, but a perusal of these hearings will readily convince them of the error of this supposition. We expect to distribute several thousand copies of excerpts from these hearings at an early date, and ask that you give the matter as much publicity as you will.

"The only methods open to this organization by which it may attain its ends are legislation by Congress and co-operation with Government officials. To secure this favorable legislation, we desire to create public opinion favorable to same so that it will reach Congress and induce them to take the necessary action. . . .

"Fraternally,

"H. M. McLARIN, President."

#### THE NOLAN MINIMUM WAGE LAW

We have before us the hearing alluded to in President McLarin's letter, and we glean from it some very distressing evidence of conditions for those who serve Uncle Sam, who is supposed to be a leader in liberty and the ethics of justice.

During the discussion of the Nolan bill, a bill to fix the compensation of certain employees of the United States, known as H. R. 11876, the President of the Federal Employees' Union, Mr. McLarin said: "Previous to this time the clerks (in Washington) have been absolutely afraid to appear, not only before any committee of Congress, but to even visit a member of Congress in behalf of bettering their conditions; they have been given their jobs, and if they were seen seeking any preference, or even seeking justice and their rights, their official heads would come off. This is the situation which prevails in the department. Very many come with complaints who refuse to give their names because they were afraid they would be discharged from office. Among their complaints was that their chiefs were driving them to try to establish records for their offices. This statement was corroborated

by several members of Congress in attendance at the hearing, who stated that they had received many such letters."

Mr. Henry J. Hardy, representing the Maryland State Federation of Labor, testifying before the Committee, painted a graphic picture of the conditions and hardships endured by Government employees, and said that the wages in the Government service have been based for years on something that was put in effect 30 or 40 years ago; there has never been a proper adjustment of wages, but the cost of living has not stood still since the days of the close of the Civil War. The cost of living was never so high, and it is up to Congress to give the people who are working for the Government for these small salaries some relief.

"If they were in private employment we would not have to come to Congress and ask you; we would go to the private employer, and we would get it one way or another. He would either give it to us peacefully, or we would strike for it. That is plain language, but with the Government we cannot do that, and realize that it is through legislation we must get these things; so we have come to Congress and ask Congress for the relief we believe is justifiable, and which we believe we should have."

Mr. McGowan stated that the employees in the public buildings and grounds get \$1.60 to \$2.00 per day of 8 hours, and lose all time in bad weather; in other cities the same class get \$2.25 to \$2.50, street cleaners get \$1.50. The men in the gardens have to work under glass with the heat at 210 to 215 degrees, and it is very exhausting.

In the Treasury Department it was stated that the wages run from \$600.00 to \$840.00 per year, and the money counters have to pay for all undetected counterfeits, a responsibility hardly fair at \$50.00 to \$70.00 per month. The statement was made that there were 60 watchmen, who work seven days a week. They get 30 days off during the year, but those at work have to do the work of those off on vacation without extra pay, so they in reality have to make up for all the time they are off and the vacations are at no cost to the Government.

The Nolan bill calls for a minimum wage of \$3.00 per day, and we believe the general public would sanction such a bill, but the members of Congress as a whole will likely quibble and make parliamentary moves to delay, and probably defeat the measure if it gets before that body, and the reason is the estimated cost of applying the minimum wage scale. The \$3.00 day and graduated increase of 5% per year until it reaches 20% is estimated to cost at the end of the four years \$50,000,000, and would encroach upon the possibilities of what is known as pork barrel legislation.

We present this subject because we have some members who seem to think that if we had Government Ownership of Railroads and Government License for Engineers they would be in "clover" and that civil service would hold them in place, and yet not prevent them from stepping over others if they could work a stand in, that would make them favorites. But the more we study the subject the more we will realize that we are quite well off as we are.

#### SENIORITY ESSENTIAL TO EQUITY

The evidence before the Nolan hearing showed that employees had been assigned to place in various departments at \$50.00 per month where the salaries ranged from \$600.00 to \$1080.00 for the same kind of service, and because age in service was not recognized or rewarded, vacant places are more than likely filled by new appointments, instead of moving up of those long in the service—a principle recognized as just, and usually practiced in private business.

#### UNREASONABLE RULES AND REGULATIONS

Serious complaint was made of rules and regulations made by heads of departments, of bureaus, and chiefs of divisions, who have no personal interest in the employees, and no personal responsibility for their welfare, but are made to conserve personal interests by driving them to establish records for heads of departments, assessing fines for trivial causes, etc.

We have not told half the story the evidence tells of undesirable conditions

in Government service. But with what we have told, we cannot understand how anyone would desire political beneficence rather than organized self help, which secures for its members reasonable consideration for services performed, and secures to labor the right of petition with strength of voice to be heard.

#### WHOSE SIDE ARE YOU ON, THE RAILROAD'S OR YOUR OWN?

Just what the status of the wage negotiations will be when these pages are in the hands of the members we do not know; just what will be the conviction of each member as to the part he has contributed toward the result we do not know; what we hope is that each man will consider and determine for himself the way in which he can strengthen the position of the organization, and then do his best to behave in that way.

The purpose of this department of the JOURNAL is to inform the membership concerning the eight-hour movement, so that each man may form a reasonable conclusion as to its merit and the probable outcome, and may find for himself the way in which his support will help the movement.

As the first means of convincing the members that they are sure to win, we have attempted to show the extreme weakness of the railroads when they go before the public: first, as to their misconduct in putting such great volumes of water in their capital and then asking that the public pay a dividend upon their water; and second, by attempting to defeat the effort of the employees to bring about a more rapid movement of freight, when that is exactly the result that the people demand.

While we have been doing this, what reason have we to assume that they have not been hunting the weak spots in our foundation? We must certainly admit that they have missed no opportunity to look us over, and to take advantage of everything that offers a chance to spread discontent in our ranks. Everything that looks like discontent and disagreement they seize upon as the infant does a honeydrop.

It is easy here for the trouble-maker to

find what he may do or has done to further this effort along. If there can be a fellow found who has failed to support the order of the convention that the eight-hour movement should be instituted, he has been hindering the organization; and in proportion as he has been persistent in his opposition, has he been an asset to the railroads and a liability to the employees.

To give effect to what is here meant, suppose that the National Conference Committee of managers for the railroads should at any time during the negotiations learn that the engineers of the United States had quietly gone about the taking of a vote among themselves and had agreed that they would not support the chief executives in their effort to gain the eight-hour day? Suppose that this committee knew this to be a fact, and felt perfectly sure that the officers would not have the support of the membership, how quickly would they assume a dictatorial air? How soon would they dismiss the request of the employees and refuse to negotiate further?

This will not happen in toto, but just in proportion as the National Conference Committee thinks there are men in these four Organizations upon whom they can depend if it becomes necessary to take a strike vote. Will the committee desire to take such a vote if they feel confident that the men will unanimously support their own cause? Certainly not. And just in proportion as the National Conference Committee shall feel that there are men upon whom they can depend should there be an issue will they shun or embrace that issue.

If the managers are given to see that there is no chance to break the cohesion of the Organizations, they will admit their defeat and grant the request of the employees. Their next move will be to try to make it appear that the added cost justifies an increase in revenue.

Let each man examine his own private ledger and determine his standing. What master has he served? Has he been letting remarks drop at opportune times and expedient places with a view to having the bosses believe that they could depend on him? Has he said in pretended secret,

but knowing that it was not secret, that there were many who would not support the Organization?

This method of trying to buy the favor of the railroad company is infamous and tends ever to make the work of the Organization costly and difficult.

The railroads have looked upon this as being an intensely human affair, and have thought that they could turn that fact to advantage. They have hoped that there might be some of the systems upon which the men would vote out of the movement; they did not know how many or which systems, but if there had been several such instances it would have weakened the effort.

They had another hope, based upon the fact that the men in passenger service now have better than an eight-hour day, and it was doubtless their belief that many of the passenger men would not vote for the movement. For that reason they hoped that the vote would show a lack of interest, or such opposition that it would be discouraged. In this they were sadly disappointed.

Take stock once more and see who has helped them in this.

So far there has not been much but disappointment for the National Conference Committee, but the essential for our success is unity. If any one should say to a passenger man, "You have nothing to gain by supporting this movement," let that man say to him, "I have my manhood to vindicate and my Organization to preserve."

The fellow who might be led by such a shoddy decoy to believe that downright selfishness can ever be the better policy for him or any one else to pursue, is overlooking the fact that just as soon as he had helped the railroads to destroy his Organization they would need no help to destroy him.

There is a story told of the Mexican burro that when pursued by an enemy they form into a circle with their heads together and prepare to kick the pursuer. Very unlike them, some of our men seem to think the proper way for us to meet our opponents is to get our heads apart and engage in kicking each other.

CAN ARBITRATION DECIDE AGAINST  
EIGHT-HOUR DAY

The JOURNAL of the Brotherhood of Locomotive Engineers for June carried an excerpt from an address by Hon. Frank P. Walsh, chairman of the committee on industrial relations, that is practically beyond controversy. The distinguished chairman said: "I hold that the eight-hour day is so uncontestedly right that the demand for it is not a subject for arbitration."

This comes from high authority. The industrial relations committee was appointed by the Federal Government for the purpose of finding the basis of right between the employers and the employees in the hope that when such basis had been found it might be so clearly defined that each would acknowledge it, and that as a result, much of the friction would pass from the field of industrial effort.

This commission failed to agree, but disclosed many things of value. Just recently there has been an effort to have the entire report printed, which by all means should be done.

But following the report, and while the question of printing it is yet undetermined, so far as we are informed, the employers have chosen to dispute the verdict of well-nigh the civilized world in favor of an eight-hour day. This proves one thing for sure: when a man's purse is concerned he cares not much for ethics or public opinion. The employers upon the railways figure that they can grind more out of the employees upon the present basis than they could on the eight-hour basis, and that idea controls. Their inside inclinations speak so loud they cannot hear what other people have to say.

This question has in a way been passed upon by two arbitrations, though not in the sense that the railroads would have it passed upon now. In the eastern arbitration, the award contains the following:

"The minimum passenger rate for engineers shall be \$4.25 for 100 miles or less; miles made in excess of 100 pro rata.

"Overtime in through passenger ser-

vice is to be computed on the basis of 20 miles per hour.

"All passenger overtime is to be paid for at the rate of 50 cents per hour, and will be computed on the minute basis."

The first two paragraphs read together constitute a five-hour basic day in passenger service, with overtime to be computed on the minute basis. Be sure to get the point: divide 100 by 20 and the result is 5, the number of hours required to run each 100 miles, then overtime for each additional minute consumed.

The last paragraph of the quotation is given merely to show the inadequacy of the rate of pay. With a prevailing rate of pay for bricklayers of 75 cents per hour, and carpenters 70 cents per hour, the arbitration commission sets the pay of the passenger engineer, a man with half a lifetime of apprenticeship, at two-thirds the wages of men in other employments, with responsibilities not half as great.

The western award contained the following:

"The minimum passenger rate for engineers shall be \$4.30 and for firemen \$2.50; 100 miles or less, 6 hours and 40 minutes or less, shall constitute a minimum day's work in all classes of passenger service, except as otherwise herein specified; miles made in excess of 100 miles pro rata."

Here we have the principle of establishing less than eight hours, namely, 6 hours and 40 minutes, as the basic day in passenger service, the 100 miles being used in both instances as the basis for a day.

Just how the railroads expect to get by this, when the freight man comes up and says that he, like the passenger man, is human; that he sometimes gets tired and needs rest; that he is a safer employee when not overworked; that he will make a better citizen if given time for reading and recreation; that upon the whole, his condition is as deserving as the man in passenger service, we fail to see.

There is this distinction, considering it purely from the standpoint of the employer's purse with all considerations of humanity and equality of treatment elim-

inated. The public would rise up in righteous indignation if the managers should so overload the passenger trains that they were compelled to drag along at eight or ten miles per hour, doubling hills, and finally tying up at way stations for the crews to take rest under the requirements of the 16-hour law. The passengers would not be contented to sit in the coach and nod while this sort of policy was being carried out.

Thus viewed, it appears that the day was not given in consideration of the employee alone, but largely in consideration for the public demand that the trains be moved with reasonable dispatch.

When we come to consider freight service, the public have an interest also, and this, it seems, the managers at the outset overlooked. They first started the pliant press to prating loudly against the request of the employees for an eight-hour day, apparently upon the baseless assertion that it would add \$100,000,000 to the payrolls. Suddenly this chorus ceased.

What has moved them to silence?

The first and fundamental problem involved in the production of any commodity is the amount of capital required to produce it and the length of time required to get the commodity into the hands of the consumer and the capital returned to productivity again. Capital in this sense is not money only, but everything that composes the great reservoir of unused things in the nation—raw material, labor, and every form of capital and credit.

Taking this view from the domain of political economy, it is clear that the dragging freight train is a scourge upon the public. Each car of freight that drags along ten days when it should have gone in three, keeps the capital tied up that much longer, and thus increases the actual cost of the commodities with which it is loaded. When a freight train cuts loose to double a hill, it is not uncommon that it leaves \$10,000 worth of property to stand still while it goes forward, and then leaves another \$10,000 to stand idle while it goes back for the double.

The merchant with limited capital, buy-

ing on thirty days' time, finds the bill for payment in the same mail that brings the bill of lading. He then has to sell the goods to the consumer upon thirty days, and double capital is required to run the business. It happens not infrequently that the delay keeps the goods from arriving in time for a Saturday or a holiday trade, and thus the merchant's loss is greatly increased.

We ask and demand that the freight trains be allowed to proceed at the rate of twelve and one-half miles per hour.

With whom will the merchant take his stand?

Viewed from the standpoint of railway capitalization, the question is the same. The track, the engines and the cars earn nothing except by the movement of traffic; the day of plundering the property for instant and ill-gotten gain is about passed. The cars and the engines that earn money only when in motion will earn more money when rapidly in motion, granting of course that the load is not reduced below the line of economy.

If the engine makes five trips where it made but four, and the cars do likewise, then they will have delivered one complete load extra, and that load will more than compensate for the changes necessary to obtain the result. The entire rolling stock and roadway will be given an increased productivity, which, instead of increasing the cost of transportation, will reduce it, and every well-informed man in the entire railroad curriculum knows it.

Take the employee entirely out of the subject, and there should be such an improvement in the traffic movement of the United States as is contemplated in the present request of the employees.

TWO GREAT MAGAZINES GIVE THEIR VIEWS  
"REVIEW OF REVIEWS" AND THE  
"WORLD'S WORK"

Two of the leading monthly magazines, *World's Work*, and the *Review of Reviews*, made reference last month to the labor situation. As might be expected, the expressions of these publications are conservative in tone.

The *World's Work* publishes its com-

ment under the heading "Prosperity Strikes," and distinguishes between the labor troubles that occur during times of business depression and those that occur during periods of prosperity.

It is pointed out that the laboring men during a depression fight with determination to retain all that was gained by them during the prosperous time in the way of wages and working conditions, and that the lowered income of the employer makes him unable in many instances to maintain the schedule.

But in prosperous times, the view of the magazine is, that the employer in many instances induces contentment by increasing wages, and points out that at the beginning of the present era of activity the employers voluntarily advanced wages to the extent of \$60,000,000 annually, in order to prevent unrest upon the part of the employees. Reference is made to the fact that in prosperous times, with labor generally employed, the matter of getting men to take the places of men on strike is much more difficult.

Nothing in the article specifically mentions the pending railroad negotiations, but the mention of the ability of the employers to meet the situation by increases in wages suggests that there might have been something passing through the mind of the editor.

If ability to pay better wages has anything to do with a settlement of the present contention, then it should be easy. The railroads have a phenomenal increase in earnings.

The Interstate Commerce Commission has just completed a report, embracing the earnings of all the roads having operating expenses of one million dollars or more per year, covering a period of eight months, the period ending February 29. This report shows that the net revenue of this class of railroads (the larger lines), after expenses had been met, was \$687,653,866. That sum represents the money they cleared in eight months.

This period covered the months from July 1, 1915, to March 1, 1916, and showed profits nearly 50 per cent higher than for the corresponding period of the previous year. During the former period the roads cleared \$2,116 per mile of road operated;

during the latter period, the net profits were \$3,002 per mile.

Assuming that the *World's Work* had this financial showing in mind, it is indicated that they thought that the contention of the railroads that it would cost them \$100,000,000 to give their employees an eight-hour day, would be easily disposed of by granting it. They can pay it twice and then have an enormous sum of the extra money the employees are just now earning for them left for other needs.

Think of an oppressed employee, whose average yearly earnings amount to \$1,242, working an equal to 460 ten-hour days to get that, asking a railroad that clears \$3,002 on every mile of its road, to give him an eight-hour day and being refused that request!

The tone of comment in the *Review of Reviews* likewise carries an inference that the matter must be disposed of by granting the request of the employees, but the editor expresses the hope that statistics will be assembled upon which it is indicated that the roads may predicate a request for rate advances. We quote the following:

"The careful organization of the committees on both sides of the controversy leads to the hope that a vast body of statistics and facts may be assembled and agreed on in advance of any attempt at determination of the dispute over wages."

It is pointed out that the present situation is particularly difficult for the railroads, "because there is a temporary appearance of great prosperity for many lines." It is sought to diminish the significance of this by saying that this is "partly due to the comparison of present earnings with the recent years during which a large portion of the railway mileage of the country was headed straight toward insolvency, and partly due to the hectic and temporary activity in trade incited by the war buying of distracted Europe."

This is all well enough, but it falls under Horace Greeley's characterization of "important if true." By their own figures and reports the railroads have been busy showing their stockholders that they have been adding to their net incomes by



increases in tonnage and those things that make hardships for the employees. There is no need to attempt to get away from this. Large increases in the volume of business may properly account for increase in gross receipts and will be reflected in net receipts, but unless there be some intervening cause, the increased volume of traffic will result in a corresponding increase in the expense of operation.

However, it seems to be in the mind of the distinguished editor, Mr. Shaw, that the request of the employees will be granted. He also expects that the close of the war will affect us unfavorably, as is shown by the following:

"With the return of normal times and traffic, the railroads will, with falling revenues, be still confronted with the increased labor costs and the necessity for making great capital expenditures for the safety and service of the public."

We do not know, and therefore do not attempt to say, whether there will be a depression in business following the close of the European war, but this we may remark once more: There is nothing in the law as it stands to prohibit the increase in rates if the railroads can show by their own books that such increases are justified. That phase of the question is taken care of completely.

The real difficulty arises from the fact that the railroads are not contented with what is commonly conceded to be an "adequate return" on their capital. Until there is some understanding between them and the representatives of the public upon this point, the question of rates will never be set at rest.

These are questions to be settled by the railroads and the public, not by the railroads and the employees. The railroads have no right to ask the employees to participate in their effort to settle their disputes with the public by working under oppressive conditions or for an inadequate wage.

In the end the public may have to pay dividends upon the water or fictitious capital put into the railroads, but that is a question between the railroads and the public. Many a man has put his hard-earned money into railroad securities, be-

lieving that they were genuine, and is now an innocent and bona-fide holder of them. If the public finally refuses to pay a dividend on such holdings, the man who has bought them will lose his money.

The fact that the man who originally put the fictitious capital into the railroads, put the proceeds in his pocket, does not militate against the man who parted with his money, not knowing the facts, for the security. As between the thief who forges the name of a citizen upon a negotiable instrument, such as a check, and the innocent third party who accepts it, the law makes a marked distinction.

If the third party came into possession of the check innocently, the man whose name is forged upon it as the maker must pay it; and it seems that the same rule will likely be applied with respect to the vast amount of railway securities that have been imposed upon the innocent public.

But these questions, grave and intricate as they are, address themselves to the public and the railroads for a solution. The right of the employee is not impaired by the condition, and there is no foundation for the argument that he must in any way meet the situation by agreeing to work for a low wage or under oppressive conditions. The question of wages, like the price of equipment, is entirely independent of the question of whether or not the public must pay dividends upon watered stock.

#### THE WAGE CONFERENCE

The last of the copy for this department of the JOURNAL is being prepared June 10, it being necessary to have it ready at that time for the type to be set and the presses run in order to get the form to the bindery in time for the JOURNAL to reach the readers by the first of the month.

It may be possible for the later departments to give a more accurate statement of the pending negotiations at New York than can be given here. It required about one week for the employees, through their representatives, to present their requests and then undergo the grueling cross-examination to which the

representatives of the railroads subjected them.

At the close upon the part of the employees, Mr. Lee made what the press styled "a compromise expression." The substance of what he is reported to have said was that the proposition of the employees was the highest level, theirs the lowest, and that between the two the settlement would be made.

It was understood to mean that the railroads would try to get a settlement by granting the eight-hour day, but without paying the time and one-half for overtime. This was merely the construction put upon the remark by the newspapers.

The next report that came represented the railroad representatives as refusing to answer the queries of employees as to what their counter proposal really meant, and the *New York Times* conveyed the idea that the conference came near being broken off.

This merely serves to inform the membership that they need not rely explicitly on what they read in the newspapers. Mr. Elisha Lee and his associates may bluff at times. It is certain that they will try every conceivable stratagem to decoy the employees away from the reasonable request they have made, and will exhaust the resources of their ingenuous hordes to write something into the agreement that will give vagueness to its meaning. They will stop at nothing that gives promise of dividing the employees and getting them split up.

When Mr. Lee sought to excuse his refusal to answer the questions that Mr. Garretson had asked him, he said that the "answers would be hypothetical, based upon conditions that did not exist."

Pres. Garretson remarked, "We are going to do all we can to give you those conditions as a permanent basis."

Grand Chief Stone broke in to say: "I can tell you positively that they are the conditions you will work upon in the future."

All that is necessary to make a settlement of this question easy is for the employees to stand firmly upon their demands. Unless the railroads can find

their lines wavering, they will not prolong the fight.

They have sent out a sort of boast that in case of a strike they are "prepared," and have indicated that they will have the aid of the Government by reason of the mails.

Let each reader examine that sort of bragging just a moment. It implies that they have gone to the Government and entered into an agreement that the Government is to rush to their aid. Now just what department of the Government has entered into a half-breed conspiracy with them to help defeat the employees? Have they approached the Supreme Justices of the United States and got an agreement that they are to have an injunction against the employees that will defeat their demands for an eight-hour day?

No, indeed, they have not; such boasting is contemptible. If any department of the Government should act in behalf of the mails, they most assuredly would not break away from the governmental policy of maintaining an eight-hour day. If it should happen that the court would go farther than it has ever yet gone, and should order enough men to remain working to move the mails, those men would be under the orders of the court, the court would be under the laws of the United States, and the laws of the United States prescribe an eight-hour day.

The moment that the railroads pass under governmental supervision, the eight-hour day will become an accomplished fact; and if it should turn out that the courts should assume control to the extent of moving the mails, the establishment of the eight-hour day in that manner would win the point for the trainmen.

The railroads have no such agreement; the boast that they have is lacking in respect for the courts, and the last thing they desire is to have the question settled by the Government. They are merely trying to scare the employees.

#### OUR NEW POWER AND THE NEED FOR IT

Just now while the Organizations are bringing into play for the first time the new power that is derived from the sys-

tem of thorough co-operation, a word as to the proper exercise of that power may not be amiss.

It needs no argument to convince the observant ones that the four train service Organizations united throughout the United States and Canada have taken unto themselves a vast power; it is too much power for any class of men to possess who cannot be depended upon to use it wisely and well.

It so far stands to our credit that we have been conservative and just in our demands. We have already won the verdict of the public in our favor in our demand for an eight-hour day, and the employers, by fighting us, have lost much of their standing in the public esteem.

But in this connection the paramount duty of these Brotherhoods is to so deport themselves that the public will not mistrust our motives or fear that we will ever rashly bring disaster to the business of the country and hardships upon the people in other walks of life.

To be specific, we must ever be willing to submit our claims to the public judgment, just as we have done now, and feel that we have their approbation before going to the point of making a peremptory demand. As it stands now, the railroads must bear the brunt of stopping the wheels, if that should come to pass; for it is conceded almost universally that the employees are entitled to an eight-hour day. Now if the public call anybody to account, it will be the railroads. They will ask them why they refused this just demand and brought this situation about.

The railroads are beaten, and they know it. They know the employees have the power to enforce their demands, and they know after it is over they never can induce the public to condemn them for demanding what was due them.

There are many things that ought to be taken into consideration with respect to the employment of an engineer, in order to rightly determine the amount of wages he should receive. We are beginning to induce the public to believe that he is entitled to financial remuneration for the danger he assumes. This ought to be broadened until it shall be settled that

his wife and children are to be taken care of when he is killed, irrespective of the question of fault and without a lawsuit.

Another thing brought out with emphasis by Mr. Walsh in his address, referred to elsewhere, is that the engineer is required to be away from home much of the time, which is an expense not applicable to men in other occupations. This should be observed in fixing his wages.

The short period of time that he is able to run an engine is a factor; and the fact that his employment so taxes his physical powers as to induce disability at an abnormally early age, is a justification for a demand of wages that will make the earning power of his shortened working life what it might have been had he pursued a different calling.

We recognize that this is disputed on the ground that he voluntarily accepts the service; but it is also true that someone has to accept it or the enterprise would fail.

In connection with this, the practice of the railroads of having an age limit that bars a man from getting another position as engineer, if he unfortunately loses his position while he is yet in the prime of life, is a factor.

This latter is just another and less cumbersome way of working a universal blacklist, and seems to have come into vogue simultaneously with the enactment of laws forbidding that reprehensible practice. The railroad Brotherhoods of this country must bring it to an end.

Here we must be cautious. We cannot stand before the public and demand that an incompetent man must be retained in the service, or one who is drunken or insubordinate; but this is also to be remembered: discipline is often administered by those interested, because they have their own fault to conceal, and at least a portion of the discipline is unfair.

The very fact that a man charged with the duty of raising a family is subject to such a danger of getting killed or wounded for life; and if not that, of getting discharged and the door of opportunity forever barred against him, is entirely too severe a condition of employment. When we add to that the fact that there is a

chance that his discharge might be unjust, it is a grievance that ought not be borne.

These are obstacles that lie further onward, and serve to remind us that there is a constant and unending need for organization and co-operation.

#### DECEPTIVE METHODS EXPOSED

There has been a controversy of long standing between the L. & N. Railroad and the Illinois Central Railroad and the States through which they operate concerning the amount of passenger fare they should charge the people whose journey was entirely within the state in which the ticket was purchased. While we are not as vitally interested in the passenger charges as the bondholders, yet the matters brought to light may properly concern the readers of the JOURNAL.

One of the things by which the Illinois Central sought to justify the higher rate was the expense incurred in double track construction between Memphis, Tenn., and Fulton, Ky. To this the Railroad Commission of Tennessee replied by stating the language of the president of the road, as follows:

"Mr. Markham, president of the company, in his annual report to the stockholders, submitted June 20, 1914, stated that the work of reducing grades and straightening alignments between Princeton, Ky., and Paducah, Ky., was to admit of the handling of heavier tonnage trains."

This quotation was put in evidence by the Commission to show conclusively that heavy tonnage was behind the outlay, just as it is always the plan to have the employees deliver more and still more for the wages paid them.

But the Commission went farther and showed another of the tricks by which the railroad sought to deceive; this was by charging as a part of the cost of construction the transportation of material at the rate they charge the public for such transportation. The idea was to swell the capital charge, and thus lay the foundation for a higher tariff rate.

They went farther and slipped in a joker that it cost them 1.356 cents per

mile to haul interstate passengers, while they claimed it cost them 2.211 cents to haul intrastate passengers each mile. The assertion, in effect, was, that while they could haul a man 100 miles, if his trip originated in the State of Kentucky and ended in Tennessee, or vice versa, for \$1.35, it would cost them \$2.21 to haul him 100 miles upon the soil of either state.

That discloses the method of the railroad, just as the "*a la carte*" on the menu card indicates the method of charging for the meal. It is this character of antagonists that the representative of the railroad Brotherhoods have constantly to deal with; it is the kind they are dealing with just now in New York.

In preparing the case for the Commission, the railroads had been given a free hand. They selected their time and chose the manner of collating data; they sent out men to make valuations of right of way, and brought the results of their work (not the men themselves), before the Commission. They would not hazard putting even their own men on the stand where they might be cross-examined as to the method employed.

They put in the land upon which the road is built at a handsome valuation, not claiming that they had paid for it; and as to the revenues, they chose the time and the manner. The language of the Commission best describes the method and the object:

"It appears that the period selected, whether designedly or not, was one which in its application did show lean revenues and fat expenses. It was a period which when tested did not show normal results."

That is a happy phrase—"lean revenues and fat expenses." That sort of conduct has done duty upon many occasions.

Such a concern would require men to work any length of time that they thought adapted to their purpose of money-getting. This was proven by a number of roads fighting the passage of the Sixteen Hour law.

#### REAL MEANING OF EIGHT-HOUR MOVEMENT

By James McCabe, Attorney at Law

More people are killed and injured each year in American railroad accidents than

the most modern engines of warfare conceivable by the Germans or Allies could destroy in the greatest battle of the present war. And our railroads do not select for this sacrifice the men only, but indiscriminately, helpless children and women. Is this necessary? Modern research emphatically answers, No! Recent investigations along scientific, rather than financial, lines reveal this fact: The human machine has a decidedly limited duration. It works at maximum for a short time only. After this period, the laws of fatigue operate, resulting in misfire, in railroad collisions, in mangled bodies, in widows and orphans.

How terrible is the cost (paid by the public—by you and me), how pitiful the reason: that men may be compelled to work for 10, 12 or 16 hours at dangerous occupations in order that greater monetary profits be reaped. Were it only a matter between employer and worker, it might be looked upon more philosophically by the general public. If only the worker were maimed and mangled, we might pass it with the customary shudder and finish reading the latest baseball score. Unfortunately, in such fields as the railroads this cannot be. For there we, the public, must pay for the overworking of the engineers and other railroad operators to such an extent as to impair that extreme power of carefulness and efficiency necessary when lives are at stake.

As is generally known, a man can work at high tension in a dangerous occupation just so long, after which his power of concentration—of nerve energy—is impaired. Then come the accidents. Leaving the public to the tender mercy of the railroad management only results in working the engineers 20 to 24 hours at a stretch. So horrible were the consequences that the Federal Government interposed with a 16-hour law. Immediately the number of accidents decreased enormously. Indeed, now only about 200,000 people are killed and injured each year on the railroads of the United States.

There is now a movement on foot to reduce this slaughter still farther. The railroad employees are beginning to realize the effect of long hours on their power to

continue to be vigilant enough to safeguard their own lives as well as those of the persons in their charge. Perhaps with a view more to their own preservation, but yet with a result very directly and vitally affecting the public, they have inaugurated a movement for a workday which will eliminate this grave danger. It is generally recognized that as an habitual thing more than eight hours of continuous labor in any ordinarily difficult occupation will bring about this dangerous fatigue. When applied to railroad work, which the insurance people class as extra-hazardous, along with police work, and so forth, the limit is really reached much sooner, and the dangerous condition, both to the worker and to the general public, commences.

To eliminate this appalling state of affairs, railroad men throughout the country are trying to make the facts known to the public. They know that as soon as the public thoroughly appreciates the facts, the railroad companies would not dare to continue the present dangerous policy and would meet the request of the railroad men for an eight-hour day.

JAMES MCCABE,

Attorney at Law, Seattle, Wash.

#### VICE-PRESIDENT OF I. C. HINTS GOVERNMENT CONTROL

On May 25 the special agents of the Illinois Central Railway held a meeting in New Orleans. They were addressed by Mr. W. L. Park, vice-president. He said in part:

"Whatever measure of control the Government may be forced to assume over the railways as part of a system of National defense, it will be wanting in effectiveness unless it includes absolute control of the personnel of the operating organization."

This is from the press report of the meeting, and may not give the meaning of the remark fully; but if it does, one is left somewhat in the dark as to whether Mr. Park means that he thinks the officials need and must have Government supervision and control, whether he meant that his claim agents should have it, or whether he meant the actual employees who are enduring the hardship and

doing the work of transportation should be supervised and controlled. He might have meant that the entire operating force needed supervision by the Government.

Mr. Park sheds a little more light on his meaning in the following expression than in the above:

"Considering the important part that the transportation system must play as an instrumentality in National defense and the fact that no human foresight can anticipate the exact time when our country may be involved in war, it would not be too much to provide that under no circumstances should a strike that would interfere with transportation be permitted to be called until after the points in controversy had been submitted to arbitration."

This assertion negatives the former to the extent that it is a plea for compulsory arbitration, the plea resting upon the remote theory that the country may be momentarily plunged into war. That inference about being at any moment confronted with war, is too far-fetched for practical use. There is no reason why we should covenant or countenance a fratricidal war, neither is there any indication that the railways, just at the present time will be included in the program of National defense, at least Government ownership is not to become a part of the arrangement.

Again, the vice-president may deem it necessary in addressing a gathering of claim agents, that the Government should enforce an order denying any man the right to absent himself from work upon a railroad during a period of time in which the Government was engaged in war; but such an assertion when applied to 400,000 men in train service is worse than folly. Congress might as well pass a resolution requiring that Americans should be Americans. An intimation that such a vast body of citizens are unsound, or even derelict in the performance of such a duty as giving support to the Nation when in peril, is an impeachment of American citizenship, unfounded and unjustified.

If our country should be invaded, if our liberties should be menaced, these

400,000 trainmen, themselves inured to hardships and perils more closely paralleling the circumstance of war than is to be found in any other civil occupation, would be the first to "court death in the cannon's mouth." It is already the admission of experts that it would require less of training to properly discipline them than would be required of any other similar number of citizens.

This assignment is about upon par with the excuses that are commonly offered for refusal to let a trainman rest, when worn out, in the same manner that other men are permitted to rest.

Perhaps it may signify something that this remark was made to the claim agents. Reflection upon their business might shed light upon propriety of the statement. The business of the claim agent is largely to promote settlements with the injured employees and the widows of those killed; sometimes they are used in the business of lobbying legislatures and to distribute free passes to public officials.

It is the business of the claim agent, the moment an accident happens, to make an investigation and determine the facts, or any circumstances upon which a right of recovery might be defeated. They are often the agent of an insurance company who has been paid to assume the risk, and whose profits depend upon the difference between the premiums received and the claims paid. In such a case his business is to make profits by defeating claims.

A man engaged in such a business for a long time has no reason to trust humanity or to side with its better part. The lawyer who does for the employee exactly what the claim agent does for the company is called an "ambulance chaser."

Before such a gathering as Mr. Park was addressing, it was not much out of place to suggest that the Government should, by an order, compel men to do their duty in time of a National crisis. It might be that his auditors knew little about the patriotic sentiment that induces men to do their duty at such a time.

At the present it is not a question of serving the Nation, but the purse and the water of the investor. The wish is +

hold for such an aggregation every possible dollar of the money received for transportation; and, by denying an eight-hour day, it seems that they are willing to oppress the employees to swell the volume. The claim agent certainly will sanction it.

#### PRESIDENT CARTER ON THE EIGHT-HOUR MOVEMENT

Upon the request of a leading newspaper association, President Carter, of the B. of L. F. & E., prepared a series of newspaper articles relative to the eight-hour movement. These articles are published in the *Firemen and Engineers' Magazine* for May, as one continuous article, and compose a valuable addition to the literature on the subject.

As a striking example of the clearness and force with which President Carter clinches his points, we give the following:

"Just suppose you are snugly cuddled up in a sleeping car berth, speeding across the prairies, up hills and down hills, through tunnels and over bridges, without a disturbing thought. But not being accustomed to so strange a bed, your mind refuses to lapse and you find yourself taking stock of the possible causes of accident to your swiftly-flying train.

"The splendid reputation, so liberally advertised, of the railroad on which you travel has assured you of the safety of the track and bridges. One of the first things you noticed when the porter assisted you up the steps was that the car was made of steel. Before dark you observed the numerous automatic signals as they flashed by your window with unexpected frequency. The oft-repeated crossing signals sounded on the locomotive whistle are evidence of the alertness of the engineer. Tiring of these assurances of perfect safety, sleep overcomes you.

"But you didn't know that between you and your journey's end an army of sleepless men are employed in freight and switching service, many of whom have had less than five hours in bed within the past twenty-four. You didn't know that perhaps twenty miles ahead of you a crew of five tired men labored with a

heavily laden freight train on the very same track on which you are running toward them at a rate of sixty miles per hour. You didn't know that these same five exhausted men had probably left yesterday morning the last terminal through which you had just passed; had labored with that same freight train sixteen long hours and then were tied up for ten hours on a side track with no place to rest or sleep, except on the engine or in the caboose. You didn't know that they were now struggling with that same freight train for another seven hours with possibly the terminal yet ten miles ahead."

President Carter incidentally paid his respects to the manifest desire of the railroads to arbitrate, presumably upon the plan of the last arbitration. The President said:

"In the last arbitration of wages and working conditions of western engineers, firemen and hostlers, the board was dominated by a man who, as director or trustee, was directly concerned in the result of the award. Aside from many millions of dollars of other railroad holdings, much of which would be affected by the award, he was director of a trust company that owned one block of approximately \$12,500,000 of first mortgage bonds of one of the railroads, parties to the arbitration."

At another point in the argument, President Carter made the following very apt comment:

"Long before gambling with dice was prohibited by law, it was not considered profitable to go against loaded dice. Polite people would have nothing to do with such unfair methods."

It is evidently the conviction of the President that if there is any arbitrating done it ought to be done by arbitrators that are not themselves interested in the award. Maybe the railroads would agree to take it turn about, and let us do the arbitrating this time. If they will, the employees will be assured of satisfactory results. If they had been able to gain such an advantage in the former arbitration, they doubtless, like the railroads, would be clamoring for arbitration now.

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**JULY, 1916**

## New York Conference

The negotiations between the Association of Railway Managers and the Executive Officers and General Chairmen of the B. of L. F. & E., B. of L. E., B. of R. T., and O. R. C., which have been in progress at New York City during the past two weeks, have been automatically broken off by the refusal of the railway representatives to grant the request of the men for an eight-hour day and time and one half for overtime.

There was much discussion during the 11 days the conference lasted on the effect of the application of the proposed change to various conditions of service, during which our side was ably represented.

The railroads, while denying our requests, offered no definite counter proposition, their reply being rather in the nature of a suggestion to compromise or place the whole matter in the hands of the Interstate Commerce Commission for adjustment.

This suggestion our representatives promptly rejected, after which the conference came to an end, so the whole matter reverts back to the members of the four Organizations for their decision as to the next step to be taken.

The proceedings throughout were conducted in a highly dignified manner as would be expected, considering the extreme importance of the business in hand as well as the high character of those engaged in the controversy.

## Safety First Exhibit

On June 15, the Grand Office, through the courtesy of representatives of the Interstate Commerce Commission, accepted an invitation to visit the United States Government Safety First special train of nine cars, on exhibition at the terminal depot of the B. & O. Railway, Cleveland, Ohio.

The practical operation of the various methods adopted and employed by the Government for the protection of those engaged in hazardous occupations, in pursuits of peace and war, were explained and demonstrated by experts, thus affording the visitor a rare opportunity for learning the extent to which our Government has gone in the matter of promoting the Safety First movement.

The many exhibits included ingeniously designed life boats and other apparatus for Coast Guard service, modern armament for the army and navy, systems for the reclamation and improvement of desert land, so as to protect life and guard property against forest fires, scientific sanitation, also a great variety of appliances for promotion of safety in mining and transportation.

The latter feature included a complete miniature locomotive, and a locomotive boiler under steam, with glass openings through which one could witness the circulation of water in boiler under working conditions.

The latter exhibit, together with the air-brake and signal systems, afforded most interest for the engineer, and the minds of those whose experience dated back to earlier times could see much in the shape of present-day inventions, as



shown in this wonderful display, that formed a striking contrast to the condition surrounding train operation before these safeguards were invented.

To the layman, these mechanical aids represent a perfect chain of safety devices that should make railroading almost absolutely safe, and may excite wonder in the thinking mind why it is not so; but to the experienced eye, the chain, as represented in the exhibit, was not complete; the most important link, the human element in train movement, was lacking. With this link supplied in the form of a crew of a drag freight engine on duty under the most trying conditions, often for 15 or 16 hours, or the crew of a passenger engine driving blindly through the snow, rain and fog, often at the highest rate of speed possible, then even the layman might be able to get a truer conception of the real strength of the whole chain as a means of protection to life and property in railway transportation.

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### Discipline of Enginenmen

NEW YORK CITY

*To the Editor of the Railway Age Gazette:*

The writer has read your article, April 28, on the Lookout on the Locomotive, and heartily agrees with the author's findings. In one place he says: "The superintendent, therefore, who aims to keep the morale of the force high must have a rigid system of putting only the best men on the most important trains; . . . and forbidding men to go on duty when sick or tired or worried"

Would it not then be an excellent plan to prepare proper blanks that must be signed by the enginenmen and firemen before going out on their runs? They should affirmatively declare that they are not sick, tired or worried, and know of no mental or physical reason why they should not go out. These papers, signed, could be filed in office of the division superintendent and the declarations therein contained would relieve the management of the suspicion, at times of accident so manifest in the daily papers and in the minds of the traveling public, that these two very important employees were not in mental or physical condition to assume the great responsibility laid upon them.

Important facts that tend to show the never-ceasing care that the railroads give to the question of safety should be

heralded far and near; this in justice to the various managements.

C. H. WADELTON.

The above suggestion is all right as far as it goes, but it should also recognize some existing sources of worry to engineers for which the officers of the company are directly responsible. When the engineer runs the gauntlet of criticism of his work from the roundhouse foreman to the superintendent of motive power on the one hand, and that of the trainmaster to the general superintendent on the other, and is continually violating speed orders and safety rules of various kinds to make ends meet the demands of service, he cannot be expected to enjoy that tranquillity of mind necessary to enable him to concentrate his mental energies on the work before him. Less nagging, some method whereby the engineer may clear his record so as to have a clean slate to begin on again, some plan that will enable him to balance his account of service where the good may offset the bad, and effectually and permanently wipe out the stain. That would be a long step toward producing the condition suggested in the preceding article. Discipline of enginenmen, for no man is in the proper frame of mind knowing that all the errors he has committed are being held against him, and that the next one may be the finish for him. It is not the physical disabilities that enter largely into the question of fitness for service, it is the mind-distracting worries, many of which may be traced to the management of the engineers.

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### Order

AT A GENERAL SESSION OF THE INTER-STATE COMMERCE COMMISSION, HELD  
AT ITS OFFICE IN WASHINGTON,  
D. C., ON THE 6TH DAY OF  
JUNE, A. D. 1916

In the Matter of Rules and Instructions for the Inspection and Testing of Steam Locomotives and Tenders in Accordance with Act of February 17, 1911, Amended March 4, 1915.

The matter of rules and instructions for the testing of steam locomotives

boilers and their appurtenances being under consideration, and the matters and things involved having been duly heard and submitted by the parties, and full investigation having been had by the Commission,

*It is ordered* that the rules and instructions prescribed by the Commission's order of October 11, 1915, be, and the same are hereby amended by the addition of the following rules:

29. *Locomotives used in road service.*—Each locomotive used in road service between sunset and sunrise shall have a headlight which will enable persons with normal vision in the cab of the locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive; and such headlights must be maintained in good condition.

Locomotives used in road service which are regularly required to run backward for any portion of their trip, except to pick up a detached portion of their train, or in making terminal movements, shall have on the rear a headlight which will meet the foregoing requirements.

Nothing in the foregoing rules shall prevent the use of a device whereby the light may be diminished in yards and at stations to an extent that will enable the person or persons operating the locomotive to see a dark object the size of a man for a distance of 300 feet or more ahead of the locomotive under the same conditions as set forth above.

When two or more locomotives are used in the same train, the leading locomotive only will be required to display a headlight.

31. *Locomotives used in yard service.*—Each locomotive used in yard service between sunset and sunrise shall have two headlights, one located on the front of the locomotive and one on the rear; each of which will enable persons with normal vision, in the cab of the locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 300 feet or more; and such headlights must be maintained in good condition.

*It is further ordered*, that said rules 29 and 31 be, and they are hereby, made

applicable to all new steam locomotives put in service subsequent to October 1, 1916, and to all steam locomotives given general overhauling subsequent to October 1, 1916, and that all steam locomotives subject to the rules be equipped in conformity therewith not later than January 1, 1920.

By the Commission:

[Seal] GEORGE B. MCGINTY, Sec.

### Queer Origin of an Invention

The discovery of the "slip ring" for eccentrics which put an end to the greatest source of trouble the engineer had to contend with in the days when the Stephenson valve gear was practically the only one, had, like many other useful inventions, a rather novel and accidental birth. The inventor, Mr. Margah, then in the employ of the Erie Railway as shop foreman at Meadville, explained it to the writer as follows: "In looking over an engine that had been brought in for current repair, I noticed that one of the eccentric straps was so loose I could see through between it and the bottom of eccentric. About the same time I happened to see a wooden barrel hoop lying near, and the thought came to me suddenly to put the hoop inside the strap to take up the lost motion, which was done, with the result that it ran successfully for a very long time." From this hit or miss experiment the idea evolved to use the loose metal rings on the inside of eccentric straps, which, by reducing the friction 50 per cent, made it one of the most reliable features of the link motion engine by putting an end to hot eccentrics.

### Action Taken

NEW YORK CITY, June 16, 1916.

*To the Editors of the Engineers', Conductors', Firemen's, and Trainmen's Official Publications:*

Dear Sirs and Brothers:

Pursuant to action taken by the Chairmen of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and Brotherhood of Railroad Trainmen, representing the South-

eastern membership of these four Organizations, in joint sessions assembled in this city on June 14, 1916, the undersigned Secretaries of the three Associations were instructed to communicate to each of you the action taken, with the request that you publish same in the next issue of the respective publications.

The Joint Committee, by unanimous vote of those present, decided to hold a joint union meeting of the four Organizations in the City of Richmond, Virginia, on Sunday, September 3, 1916, commencing at 10 o'clock a. m., at which all members of these Organizations in the territory are earnestly requested to be present. At this meeting it is contemplated that there will be representatives of the Grand Offices present and steps will be taken looking to establishing a permanent Union Meeting Association of the four Organizations in the Southern Territory.

The object of this meeting is to create a better feeling between the members of the four Organizations and to advance the mutual interest of each by an exchange of views and a better acquaintance among the membership in the South.

All members are most cordially invited to be present at this meeting and a large attendance from each system is expected.

Fraternally yours,

HARRY HUDDLESTON,

Secretary Southeastern Board Brotherhood of Locomotive Engineers.

B. L. LAFOON,

Secretary Southern Federated Board Brotherhood Locomotive Firemen and Enginemen.

W. N. DOAK,

Secretary Southern Association Order of Railway Conductors and Brotherhood of Railroad Trainmen.

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### Memorial

Joint memorial services of the local lodges of the B. of L. F. & E., and Divisions of the B. of L. E., were held in the B. of L. E. Auditorium, on Sunday evening, June 11th.

The opening address was delivered by Brother W. B. Prenter, which, together with the remarks of other speakers and the general program, including vocal and

instrumental music suitable to the event, put all present in a frame of mind in harmony with the purpose of the occasion.

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### Railroad Working Agreements and Disagreements

BY A. A. GRAHAM, TOPEKA, KANS.

Greater loyalty, closer attention, higher efficiency, stricter economy, save a nickel a day, safety first, these are some of the exactions railroad officials are now demanding of the employees, without even the suggestion of a reward.

Of the public they are demanding higher freight and passenger rates for poorer service.

With both of these granted, they can then raise the salary of the \$25,000 man to \$50,000 and the \$50,000 man to \$100,000, and create some more vice-presidents and other supernumerary officials.

But the men who make and save this money for them will still be getting the same old kopecks, or less, if they will stand for it.

If injured, you must take whatever they choose to give, else you can never again work for any railroad on earth; and, if killed, your widow and orphans will be treated likewise; but, if they sue, the company is "hooked up" to beat them altogether. If discharged, you might as well go jump off, for the company will follow you to the end of the world.

There are some of the "high spots" to be considered in the present controversy between the officials and the employees; and you know them well; but, like the Lord's Prayer, they need to be oft repeated, so that God will not forget.

The present controversy, however, is mostly over working conditions, and seems hardly to involve wages at all; but that makes no difference; because, in every betterment and improvement that ever came to railroad operation—particularly the safety appliances—the railroad officials have fought in the same manner.

At first impression, this seems inconsistent with their safety first propaganda, which the roads have so strenuously tried to make believe was almost entirely in the interests of the employees. That fact is altogether the reverse. Safety first

still leaves the employee to do as much and even more work under it than formerly, and, as a legal proposition, it throws the entire responsibility for consequences on the employee, and is the best means in the world to cheat him out of compensation for any injuries he may receive. This is now confirmed by the general experience of those who have got "up against it."

From all this it clearly appears that the present is merely a "standardized" controversy, such as always has and doubtless always will be encountered by the employees, when, as in this case, they desire to improve the railroad service.

In this fight the employees should take great comfort in having the general public support. A farmer with a team that will easily "knock off" twelve miles an hour can not understand why the railroads can not make the same average speed with their trains. In this light, the matter is most serious to the railroads; because, with our good roads and auto transportation, it is up to the railroads to make better time or lose a great portion of their lighter freight traffic as they have already lost a very great portion of their short-haul passenger business. The railroads should have initiated the speeding-up, and not have waited on the employees; but, when once started by the employees, the officials should have fallen over themselves to have adopted it. If, however, they had, they would have violated their previously-established rule to oppose everything.

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### Public Land Given to Railroads

In this department of the JOURNAL for June, we gave some figures relative to inflated capital in the various railway organizations. The object was to give a correct view of the character of the opposition.

We have now to disclose some interesting facts concerning another scheme by which the American public have been mulcted by the railroads. This time the figures will be chiefly devoted to the land grants secured by them and the unscrupulous game played with these grants.

Figures make dry reading, they say; but there should be no such result with the figures here given, for they, like the figures concerning the financial operations, turn chiefly to water.

During the era of railroad expansion in the United States, there was employed a system of granting land from the public domain to corporations who would agree to construct, within a certain time, a railroad through the territory embraced in the grant. For the most part the grants were for each alternate section upon each side of the road for a distance of 20 miles.

In some territories the distance was 40 miles on each side. It was usually stipulated that the land should forfeit to the Government if the road was not constructed in a certain time, and it was further stipulated that the land should be sold to settlers at not more than \$2.50 per acre.

Some of the grants contained a provision that if mineral or oil should subsequently be discovered upon the land granted, it should revert to the Government. This provision was, during the year 1914, declared void by the supreme court of the United States.

These land grants began in 1850, when there was granted to the Illinois Central Railroad in the State of Illinois, 2,595,133 acres. In the twenty years following there was given by Congress to the railroads in the West and South, approximately 190,000,000 acres, the Northern Pacific Railroad alone receiving an aggregate of 43,169,428 acres.

The land thus given away by Congress aggregated 296,875 square miles, an area as large as all the New England States combined, with the addition of the States of New York, New Jersey, Delaware, Pennsylvania, Ohio, Indiana and Illinois.

About 35,000,000 acres of the land granted was forfeited by failure to build the roads in the specified time, leaving the land held by the unforfeited grants approximately 155,000,000 acres.

If the policy embodied in the grants had been carried out, there might be no criticism of the method; for the apparent intention was to induce the construction of a railroad into uninhabited regions, and hold the land available to settlers at not more than \$2.50 per acre.

If the land had been sold at this price it would have reimbursed the cost of constructing the roads, leaving them with such a low capitalization per mile that there would have been practically no requirement for income beyond the necessary expense of operation and maintenance. This obviously would mean transportation at low cost.

But instead of realizing this salutary result, we find these railroads plundered and exploited by stock gambling schemes until they are in the hands of the receivers, and are virtually declaring that they must have the labor of the employees at their own price or must perish.

Having failed to thrive, as they would induce us to believe, with *land grants*, they now insist that they must have a system of *man grants*. If the employees object and think that eight hours is long enough to work, they ask only that they submit the matter to the judgment of a committee chosen from the public whom they have plundered, and have that committee decide the controversy while they threaten to plunder them further unless the decision is in their favor.

And, they might get a fellow on the board of arbitration who was himself a holder of the watered stock.

This was not all of the land granted, nor were the land grants all of the system of subsidizing. What is now the State of Texas was once a sovereign territory, and when it came into the union of States, it held its public lands. From the public lands of this one State, the railroads got 34,400,000 acres.

Out of the public lands granted by the Federal Government to the states, Michigan gave a large area of land to the railroads. Minnesota gave 2,850,077 acres; and of the 20,000,000 acres granted to the State of Florida, up to 1910, over 12,000,000 acres had been absorbed by grants to railroads, canal and drainage companies and to State agents for selecting lands.

But land grants were not enough for these companies; they wanted money, and got it. They got up a system of having the Government loan them bonds, upon which the Government was to pay interest, the railroads getting the interest.

By the above system of Government

aid, the Union, Kansas & Central Pacific, Central Branch & Sioux City and Pacific Railways, received 26,000,000 acres of land, and \$64,623,512 in Government bonds. The cost of constructing their railroad was \$126,154,138, while the additional sum of \$123,644,649 was distributed to the officers and managers as "profits on fraudulent and collusive construction contracts."

They built a railroad that cost \$126,000,000, and pocketed \$123,000,000 while they were doing it. Now they want the American people to give them a capital return on the money they spent and the money they took and give them the right to overwork their employees as a sort of premium, like giving "boot" in a horse swap.

Perhaps a more concrete example is furnished by the Union Pacific. The Union Pacific Railroad was constructed from Omaha to Ogden under three contracts, the "Hoxie," the "Ames" and the "Davis" contracts. Through a system of assignments and the instrumentality of the concern known as the "Credit Mobilier of America," the profits of the construction contracts were secured to the officers and promoters of the Union Pacific Railroad itself. The persons who received the profits determined the amount of the profits by their own votes.

By means of the above plunderbund, the officers of the railroad, while building it at a cost of \$50,000,000 in round numbers, transferred to themselves the sum of \$23,000,000 in cash, and had left the railroad and the other appurtenances, such as land grants and securities.

Their land grants amounted to more than 12,000,000 acres, which if they had carried out the contract and sold them to settlers at \$2.50 per acre, would have netted them \$30,000,000. Since these lands were held for better prices, and with the earnings of the road, stocks in mining companies, etc., it is apparent, if the reader will permit a seemingly impossible expression, that the road cost the promoters many millions of dollars less than nothing at all.

What is it now? Certainly it will contend that it cannot give its employees an eight-hour day. The Wilson investigat-

ing committee in its report to Congress had the following to say about the pitiable plight of this property:

"Instead of securing a solvent, powerful, well-endowed company, able to perform its important public functions without interruption in times of commercial disaster as in times of war, and able to maintain its impartiality and neutrality in dealing with all connecting lines, it is now weak and poor, kept from bankruptcy only by the voluntary aid of a few capitalists who are interested to maintain it, and liable to fall into the control of shrewd and adroit managers and to become an appendage to some of the railroad lines of the East."

This prophecy has in a very large measure been realized already. Having failed to succeed with land grants, bond grants and graft contracts, it needs *man grants* now.

Mention has already been made of the fact that these railroads did not comply with the terms of the grant and allow the land to be bought by settlers at not more than \$2.50 per acre. No; they have, in many instances, held it.

The lands held by the Northern Pacific, the Southern Pacific and the Atchison, Topeka & Santa Fe, as given by the report of the United States Bureau of Corporations on the Lumber Industry, was 35,000,000 acres, an area as large as that of England.

Some of the land so held is worth as high as \$100 an acre, possibly some of it worth \$200 an acre, for timber purposes alone. Valued at \$1.50 per 1,000 feet, the timber lands held by the Southern Pacific, as shown by the Commissioner of Corporations, are worth \$159,000,000.

They cannot allow their men an eight-hour day.

Neither is this all, or even the worst of it. These companies were not satisfied with the holding of the land illegally; they must have something better. Accordingly, we have the Forest Lien Legislation, beginning in 1897.

The purpose of this legislation, on its face, was to enable the United States to acquire large tracts of land for forest reserves. The theory was that if a settler had made his entry, and afterwards the

lands adjacent were set apart as a reserve, the development would cease, and his land would therefore be depreciated in value. It seemed to be the plausible thing to allow this man to release his holding to the Government and let it become a part of the reserve, and he be allowed to select him a tract similar in size somewhere else.

That was an innocent looking thing, and thus far has merit. But lo, the railroads were cunningly inserted as beneficiaries. It was also provided that the "owner" might release to the Government and select elsewhere.

No stipulation was made as to the value of the lands released or selected. The land released might be barren peaks and those selected the richest of soil covered with forest. They could strip it of timber and then exchange it.

Under this provision, one railroad having but 30 miles in the State of Oregon, released 500,000 acres of worthless land and selected 500,000 acres of the best timbered land in the State of Oregon. In addition the railroads are holding now, in violation of the terms of the grant that it should be sold to settlers at not exceeding \$2.50 per acre, 2,000,000 acres of valuable land in the State of Oregon.

Perfidy is a very good word to use in connection with such transactions as we have been relating.

These gentlemen, after having plundered the American people, magnificently plundered them, after having upon the average killed each year one out of every 205 who have entered their service, now invoke the aid of the same people who have been plundered and whose sons have perished, to help them prevent the employees from securing an eight-hour day.

This recalls an incident related by a physician practicing in one of the Southern States. The physician relates that once there came into his office a strong but rather reluctant looking fellow, and asked for a treatment. He told the physician that he had no money. The physician looked him over, telling him not to mind that, and after the diagnosis, wrote a prescription, directing that the patient take it to the drug store and have it filled. "But," said the patient, "what will it cost

me?" "Only \$1.50," replied the physician. "Well," said the patient, "I have no money; doctor, would you mind lending me the \$1.50?"

The doctor reached for the prescription and, taking his pencil, rubbed out the last line, and handed it back to the patient. "What does this mean?" asked the patient. The doctor replied, "I have given you something for your nerve, but you don't need it."

These gentlemen, after their history, certainly prove, when they carry their fight on an eight-hour day to the people, that they do not need anything for their nerve.

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### LINKS

ON June 1, two members of Div. 734, Denver, Colorado, were promoted: Brother A. Roesch, who was master mechanic at Trinidad for some time, was transferred to Denver as master mechanic, and Brother G. H. Gray was appointed to fill the vacancy at Trinidad.

The members of Div. 734 not only wish them success, but are ready to do anything they possibly can to help them succeed.

Faternally yours,  
C. E. KETCHUM, S.-T. Div. 734.

ONE of the shortest strikes on record was recently reported from the Missouri, Oklahoma & Gulf Railroad, where Joint General Committees B. of L. E., B. of L. F. & E., O. R. C. and B. R. T., for that railroad, assisted by officers, and while sitting as a Federated Board, being unable to adjust several matters of complaint, submitted the question of leaving the service to a vote of the men, and the vote being over 90 per cent in favor of so doing, a strike was inaugurated at 6 p. m. of April 27, and was called off at 7:30 p. m. same date, satisfactory settlement of all matters having been made.

THE RAILROADER.

ON June 11, 1916, B. of L. E. Div. 250, and B. of L. F. & E. Div. 220, and B. of R. T. Div. 43, and O. R. T. Div. 17, held a joint memorial service in the Opera House, Sunbury, Pa. A very large crowd of Brothers from all the Orders were

present. There were about 500 in line of march. Brothers from all along the line were present. The day was an ideal one for the occasion and the Opera House was crowded. The speakers did splendidly. We had a roll call of all deceased Brothers of all the Orders and had lights of colored globes with the names of the four Orders on them, and as a name was called the light was snapped out. There were 104 names on the list.

Everything worked out for the committee to the letter. Div. 250 is in very good condition and is taking in new members; will soon have as many members as the number of the lodge—250.

I remain, yours truly,  
M. E. WOLFE, S.-T. Div. 250.  
R. F. KROHN, C. E.

THE Southeastern Union Meeting Association desires to announce that the Southeastern union meeting will be held in Richmond, Va., commencing Sept. 4, 1916.

The entire details have not yet been arranged, but it has been decided that there will be a trip by boat down the historic James River at the close. This alone is worth a trip to a foreign land.

Richmond, as everyone knows, was the capital of the Southern Confederacy. It is more closely associated with that awful conflict than any other American city. We are 50 years removed from the great war, and have come to look upon it rather as a thing that had to be, and to measure the deeds of those who participated in the war by their devotion to the right as it was given them to see it.

A trip to Richmond, with a chance to visit Washington and the many places of interest, should convince anyone that peace is much more splendid than war. Many evidences of destruction yet remain in the path of the conflict, but it is relieved and made whole by the greatness of the Government that is maintained by the reunited American people.

We are struggling hard to have this the best meeting in the history of the Brotherhood. We want the South to be seen at Richmond in its happiest mood, and we want the meeting to be such a gathering as will reflect the strength and vitality of the Brotherhood of Locomotive Engineers

and the beauty and benevolence of spirit that brought the Grand International Auxiliary into existence.

Featuring the lighter side of the annual meeting of the B. of L. E., at Richmond, Va., in September, will be the steamboat excursion down the historic James River from Richmond to Old Point Comfort and Hampton Roads. This trip, to be made on a handsome steamer chartered for the purpose, will give the locomotive pilots a chance to see how the other side of transportation works, and to have an enjoyable outing of two days.

The James River is conceded to be richer in historic interest and beautiful scenery than any other stream in America. On its banks have been enacted many of the most thrilling chapters in American history. Wars have been waged on its lowlands and hills, from the days of the Jamestown settlement, through the Revolution, the War of 1812, and during the War Between the States.

Perhaps the most interesting spot in America is Jamestown, where the first permanent settlement of English-speaking people was made in 1607. The old church in which the early settlers worshiped, guns by their sides against Indian attacks, is still standing in part. The foundations of the old Colonial government houses are still to be seen, and as far as possible Jamestown has been restored to its Colonial appearance.

The B. of L. E. excursion will give the engineers an opportunity to see this memorable spot, and to learn first-hand something of the vicissitudes of the early days of our country.

Of more than ordinary interest to visitors are the many noble old Colonial homes still standing on the banks of the James. The Rhine, with its ruined feudal castles, has nothing of more interest to the American traveler than mansions built by the cavaliers of Virginia in Colonial days. All these homes are to be seen from the river.

There is scarcely a minute of the trip down the James that does not hold some sight of rare interest to the visitor, and the B. of L. E. excursion will offer the engineers a trip that can not be duplicated anywhere else in America.

Reference has been made to the war fought on the banks of the James. There is probably scarcely a foot of land along the river which has not been fought over since the days when Captain John Smith wrested Virginia foot by foot from the Indians. All along the James are places where Indians descended upon the settlers and worked horrible massacres.

In 1781 Benedict Arnold, fighting along the James with the British, captured and sacked Richmond. Virginia saw more fighting in 1812, but in 1862-65 came the climax when the banks of the James were drenched in the blood of thousands of Federal and Confederate soldiers. Trenches and battlements built upon the James during the defense of Richmond in the War Between the States are still to be seen.

We can not imagine a more interesting vacation for the engineers and their families than one which includes the sixth annual convention and the extremely interesting excursion down the James River.

We want every one now to plan to be there. We will have the best program that can be arranged and assure a good time and a profitable time to each one that will come. Yours fraternally,

MRS. J. R. CRITTENDEN, S.-T.

THE System Union Meeting of the engineers employed on the Southern Railway was held at Columbia, S. C., June 4. This was one of the most successful meetings of the kind held so far. The meeting was well attended, showing a healthy interest in the work of the Organization.

The morning service was for the engineers alone, and the principal discussions were relative to the present eight-hour movement and the benefits of the Insurance Department.

Brother Futch, President of the Insurance Department, was present, and waived the courtesy always extended to a Grand Officer to speak first, in order that the wage movement might be discussed, as it was his opinion that the members would be more interested in that subject.

Brother Hoskins, of Div. 239, of Knoxville, Tenn., was invited to discuss the eight-hour movement.

Brother Hoskins made reference to the



manner in which the membership in the Southeastern Territory had co-operated by holding union meetings, and how their co-operation had enabled them to establish in the South the first schedules upon the 12½-mile basis. He gave the leading railroads upon which this was first gained as the Florida East Coast Railway (15 miles per hour), the Atlantic Coast Line, the Seaboard Air Line, the Atlanta, Birmingham & Atlantic, the Louisville & Nashville, the Nashville, Chattanooga & St. Louis, and the Southern Railway, 11 miles per hour, which was better than the then prevailing rate of 10 miles per hour.

He said that he did not regard it a hardship upon the railroads that these better schedules had been secured in the South, for it was only a matter of manifest justice that the basic day should be eight hours, and that it must speedily come throughout the United States. He said that in all the history of wage negotiations, the present request for an eight-hour basic day was the most meritorious demand that had ever been made, and bound to win.

Brother Futch opened his address by reference to the negotiations for the eight-hour day, and said that it had already gotten into the record that the railroads had failed to carry out the award both in the Eastern and Western arbitrations. He thought the present demand fully justified, and said if the men stood firmly together they would win.

Brother Futch gave many interesting facts concerning the hazards of the employment and the short time an engineer was able to run an engine. Before beginning his address upon the insurance, he gave some information concerning the Office Building in Cleveland. The building has cleared the past year \$72,000, and is expected next year to clear \$80,000, or at least one dollar for each member of the Brotherhood. Of the floor space of 141,846 feet, more than 99 per cent is occupied.

After this Brother Futch entered into a forceful argument in favor of insurance for each man engaged in the running of an engine. He showed the average annual cost of insurance for the last 27 years to be only \$17.26 per \$1,000, which

is not more than half of the amount charged by the old line companies.

The Weekly Indemnity Insurance was given especial attention. It was shown that for the last year the Brotherhood had given its members a policy with \$2,000 as the principal sum, to be paid in case of accidental death, and \$20 a week to be paid while disabled by accident, at a cost of \$30.45, while the old line companies had charged \$61 for the same policy.

The Indemnity Insurance pays for a disability of 104 weeks, and the principal sum of the certificate also increases 5 per cent each year for five years, so that when a man has carried the certificate for that time, his family will be paid \$2,500 in case of accidental death, instead of \$2,000, as shown on the face of the certificate.

President Futch then reviewed a pamphlet issued for the benefit of the members, calling their attention to the Insurance Department, and emphasizing in the tersest manner possible the duty of each member to protect his family with adequate insurance.

Brother H. G. Senseney, Secretary of the General Committee of Adjustment of the Southern Railway, and Chief Engineer of Div. 340, addressed the meeting, calling especial attention to the inattention of the members to, and lack of interest in, the work of the Organization. He said that the only way to get some of the members to the lodge room was for the three or four who were there to try to carry along the work until something was done that those who were never there did not approve, then there would be a good attendance and lots of enthusiasm.

The afternoon session was a joint session of the four train service Organizations, and was devoted largely to a discussion of the results likely to be obtained by co-operation.

Brother Hoskins being required to leave on an early train was asked to address the meeting first, and explained the circumstances leading to the working agreement between the Firemen and the Engineers. He said that the strained relations were unnatural and injurious to

the members of both Organizations. He expected to see the eight-hour day the first fruits of complete co-operation of the men in train service.

Emphasis was laid upon the advantage of joint negotiations from a legal standpoint, it being settled that an Organization has a much better right to act for the redress of its grievances than to join another Organization that is trying to enforce a demand to which the Organization that joins them is not a party. Such action puts them in the attitude of engaging in a sympathetic strike, which is of doubtful expediency, if not illegal.

The parties acting in concert, submitting their request at the same time and in common, are all a party to the grievance if their request is denied, and hence all may join to enforce the demand. The time having arrived for Brother Hoskins to leave to catch his train, he was compelled to close his splendid address.

However, before being allowed to retire he was given a rousing vote of thanks for being present and so lucidly presenting many facts of interest to members.

Brother C. S. Wheaton, Past Grand Master of the Order of Railway Conductors, was present, and made a splendid address, urging loyalty to both the Organizations and our employers.

He was followed by Brother W. E. Futch, President, who talked until he had to leave to catch his train, reiterating many things said at the morning meeting, particularly imploring all present to measure up to that most sacred duty, protection of their loved ones against poverty, by carrying the full limit of insurance in their respective Organizations. He also advocated all of the Organizations providing all the protection required by their members, viz: Life Insurance, Accident Insurance, both Life and Weekly, Sick Insurance, also a good liberal Pension.

Last, but not least, he insisted that railway employees, particularly those in train service, should, at all times, give their employers the best that was in them, and also called their attention to the fact that the railways had rights which we, as employees, should not only respect but protect.

Then followed very interesting and profitable remarks by Brothers T. A. Cobb, of the Order of Railway Conductors, H. G. Senseney, of the Brotherhood of Locomotive Engineers, W. L. Holland, of the Brotherhood of Locomotive Firemen and Enginemen, and Wilson, of the Brotherhood of Railway Trainmen.

The afternoon session adjourned to attend services at the First Baptist Church at 8:30 p. m., where Dr. C. E. Burt preached a special sermon for the four Organizations in train service and their families; about 200 were present.  
A MEMBER.

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A JOINT union picnic will be held in Sunbury, Pa., under the auspices of B. of L. E. Div. 250 and B. of L. F. & E. Div. 220, Saturday, July 29, and a royal good time is expected. On Sunday, the 30th, a joint 5th Sunday meeting will be held in the Opera House, and we wish to invite all members and their families to these meetings, through the JOURNAL, of lines east of Pittsburgh and Erie.

R. F. KROHN, C. E. M. E. WOLFE, S.-T.

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### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

On May 21, 1916, while at my work in Phillipsburg, N. J., and just at a time when I was in no position to give my attention to the matter, I was approached by a supposed Brother representing himself as a member of Div. 799, Douglas, Ga., by the name of W. H. Edenfield, for aid. He claimed to have the work, and I, not having time to make a thorough examination, rendered him assistance, and must say I was stung. Having my suspicions of the man, I wrote the Secretary of Div. 799, H. S. Hancock, and have his reply saying he is not a member of Div. 799 and has not been in two years. I think this man should be published in the JOURNAL. This man has been expelled from the Order three times and should not be recognized.  
E. R. WEST.

We are notified that a man calling himself R. J. Hewitt, and claiming membership in Division 277, is traveling about and asking for favors. Division 277 has no such member. We have had several complaints of late of members being deceived and defrauded, and the way to prevent it is to apply our law, examine them and make them wait until the Division they claim membership in is heard from.

Traveling card issued to Bro. A. A. Marchessault, who has gone to Hot Springs, Ark., has either been lost or stolen. Anyone finding it or having it presented to them will please return same to A. E. Jenne, S.-T. Div. 128, Farnham, P. Q., Canada.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Los Angeles, Cal., May 16, heart failure, Bro. G. F. Larimer, member of Div. 5.

Little Falls, N. Y., June 4, diabetes, Bro. Fred Doyle, member of Div. 14.

Buffalo, N. Y., May 11, acute indigestion, Bro. A. E. Cowley, member of Div. 15.

Logansport, Ind., May 25, cerebral hemorrhage, Bro. Marion E. Green, member of Div. 20.

Terre Haute, Ind., May 17, Bro. John M. Kehoe, member of Div. 25.

Pueblo, Colo., May 14, throat trouble, Bro. Richard Grant, member of Div. 29.

Merrimac, Mass., May 7, stomach trouble, Bro. E. W. Stronach, member of Div. 40.

Meadville, Pa., June 6, Bright's disease, Bro. Harry Wykoff, member of Div. 43.

Dunkirk, N. Y., May 24, suicide, Bro. J. C. Barnes, member of Div. 47.

Jersey City, N. J., May 10, neuralgia of heart, Bro. Wm. E. Koeffe, member of Div. 53.

Port Jervis, N. Y., May 15, paralysis, Bro. Asa Crane, member of Div. 54.

Oakland, Cal., May 28, Bright's disease, Bro. W. R. Capell, member of Div. 55.

Milwaukee, Wis., April 14, heart disease, Bro. Wm. Dempsey, member of Div. 66.

North Platte, Neb., Jan. 3, automobile turned over, Bro. G. O. Trexler, member of Div. 88.

Chicago, Ill., May 11, heart failure, Bro. P. Young, member of Div. 96.

Bethany, Nebr., May 28, apoplexy, Bro. Thomas Clyde, member of Div. 98.

Water Valley, Miss., May 30, septicæmia, Bro. Martin V. Ham, member of Div. 99.

DeSoto, Mo., June 4, paralysis, Bro. John Burke, member of Div. 123.

Jersey City, N. J., May 20, uræmic toxæmia, Bro. S. W. Evans, member of Div. 135.

Ellia, Kansas, May 9, arterio sclerosis, Bro. Frank N. Shields, member of Div. 141.

Pittsburgh, Pa., May 16, apoplexy, Bro. John K. Yohe, member of Div. 148.

Howell, Ind., June 7, nervous trouble, Bro. Thos. E. Compton, member of Div. 154.

Little Rock, Ark., May 14, apoplexy, Bro. M. B. Cronin, member of Div. 182.

Ft. Worth, Texas, June 11, paralysis, Bro. C. W. McClain, member of Div. 187.

Bridgeport, Conn., April 13, heart trouble, Bro. G. H. Chandler, member of Div. 191.

Gallatin, Tenn., June 2, cirrhosis of liver, Bro. J. I. Bryant, member of Div. 215.

Williamsport, Pa., May 19, catarrhal infections, Bro. R. T. Yeager, member of Div. 260.

Sunbury, Pa., March 17, heart disease, Bro. C. C. Bowen, member of Div. 260.

Wilkes Barre, Pa., May 5, cancer, Bro. Lloyd Roth, member of Div. 260.

Mauch Chunk, Pa., May 16, general debility, Bro. P. F. Haggerty, member of Div. 267.

Pittsburgh, Pa., May 22, pneumonia, Bro. Christopher McCann, member of Div. 298.

Lorain, Ohio, May 31, shot, Bro. L. E. Washburn, member of Div. 296.

South Braintree, Mass., May 23, effects of fractured hip, Bro. Anthony Dyke, member of Div. 312.

Boston, Mass., May 12, convulsions, Bro. C. B. Merrill, member of Div. 312.

Alexandria, Va., May 15, tuberculosis of lungs, Bro. Chas. Mankin, Jr., member of Div. 317.

Alexandria, Va., June 5, cancer, Bro. Thos. L. Finks, member of Div. 317.

Glenns Ferry, Idaho, May 3, gunshot wound, Bro. C. T. Shoemaker, member of Div. 324.

Rutland, Vt., June 6, heart failure, Bro. E. J. McIntyre, member of Div. 347.

Chicago, Ill., May 20, chronic nephritis, Bro. Alfred Coleman, member of Div. 394.

Seattle, Wash., March 12, tuberculosis, Bro. Frank Mutsch, member of Div. 399.

Fond du Lac, Wis., May 8, drowned, Bro. Thomas Mason, member of Div. 405.

Columbus, Ga., May 11, general debility, Bro. J. F. Kell, member of Div. 409.

Brooklyn, N. Y., May 27, general debility and old age, Bro. Harry C. Smith, member of Div. 419.

Fairbury, Neb., May 13, drowned, Bro. Ray Wiggins, member of Div. 431.

So. Cumberland, Md., May 26, Bro. J. W. MacDonald, member of Div. 437.

Smithville, Texas, May 31, suicide, Bro. Carl Stefens, member of Div. 475.

Joliet, Ill., May 31, injuries received in auto accident, Bro. Hans Larson, member of Div. 478.

Toledo, O., June 11, chronic valvular cardiac disease, Bro. Eli Barror, member of Div. 493.

St. Paul, Minn., May 10, abscess of lungs, Bro. M. S. Vandermark, member of Div. 516.

Van Buren, Ark., May 16, Bright's disease, Bro. F. A. Mailloux, member of Div. 524.

Norwich, N. Y., May 14, Bright's disease, Bro. Thos. Collins, member of Div. 560.

Shreveport, La., May 25, mitral regurgitation, Bro. J. A. Ferguson, member of Div. 599.

Winchester, Tenn., April 14, locomotor ataxia, Bro. A. C. Stewart, member of Div. 628.

Brandon, Man., Can., June 23, wreck, Bro. G. T. Lane, member of Div. 667.

East St. Louis, Ill., May 14, Bro. M. E. Hanford, member of Div. 674.

Farmington, Mo., Feb. 1, heart trouble, Bro. W. C. Eaves, member of Div. 686.

Harrisburg, Pa., April 10, drowned, Bro. C. J. Troy, member of Div. 705.

Carbondale, Pa., May 26, Bro. A. H. Newton, member of Div. 722.

Altoona, Pa., May 22, obstruction of bowels, Bro. Peter Hughes, member of Div. 730.

Memphis, Tenn., May 24, Bright's disease, Bro. J. F. Smith, member of Div. 762.

Pt. Morris, N. J., June 8, heart trouble and dropsy, Bro. F. M. Sliker, member of Div. 767.

Galveston, Texas, June 3, pneumonia, Bro. R. M. Dickerson, member of Div. 776.

Blue Island, Ill., May 14, kidney trouble, Bro. T. M. Smith, member of Div. 815.

Baird, Texas, Jan. 27, gunshot wound, Bro. R. E. Scoggins, member of Div. 834.

Baltimore Md., May 11, Mrs. Fairy Lee Martin, wife of Bro. W. H. Martin, member of Div. 62.

Princeton, Ind., May 13, paralysis, Mrs. Dora Swearingen, mother-in-law of Bro. Jas. Buchanan, member of Div. 343.

Camden, Tenn., June 1, paralysis, E. C. Farrar, father of Bro. F. G. Farrar, member of Div. 463.

Connellsville, Pa., May 25, pleura pneumonia, Mrs. Frances Marsh, mother of Bro. E. S. Marsh, member of Div. 148.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 28—D. L. Reeder, from Div. 5.
- 30—Rowland Arner, from Div. 845.
- 35—Chas. A. Fendry, from Div. 768.
- 63—Geo. H. Davis, from Div. 330.
- 74—W. J. Kinsey, from Div. 45.
- 77—H. B. Colbourn, from Div. 589.
- 89—Z. T. MacLeay, from Div. 142.
- 111—O. A. Rogers, from Div. 847.
- 113—J. A. McCall, J. M. Frazer, from Div. 796.
- 161—C. M. Hunter, from Div. 322.
- 168—E. C. Rosebrooke, from Div. 258.
- 187—Ed. Hartzell, from Div. 674.
- 301—G. C. Kitta, from Div. 448.
- 325—Amos Bond, from Div. 454.
- 326—Thos. McClain, from Div. 585.
- 364—D. E. Sexton, from Div. 228.
- 463—F. G. Farrar, from Div. 155.
- 470—H. H. Hurley, from Div. 144.
- 510—S. A. Meleon, from Div. 828.
- 519—F. O. A. Carlson, T. H. Caffrey, from Div. 153.
- 528—R. Hawley, from Div. 501.
- 528—Thos. Phelan, from Div. 295.
- 546—J. S. McKibben, E. J. Smith, A. M. Sullivan, from Div. 492.
- 578—J. L. Zachritz, G. J. Westphal, from Div. 721.
- 606—F. E. Thompson, from Div. 724.
- 654—J. E. Williamson, from Div. 764.
- 658—E. Williams, A. Madden, from Div. 295.
- 715—M. Russell, from Div. 818.
- 745—R. Ralston, E. Chandler, from Div. 170.
- 747—E. Everett, from Div. 240.
- 757—T. C. Bollard, from Div. 522.
- 765—W. H. Greer, from Div. 738.
- 772—W. S. Murphy, from Div. 310.
- 773—E. C. Pettibone, J. C. Terry, R. S. Rolfe, from Div. 900.
- 796—J. Lurk, from Div. 240.
- 810—J. B. Whitlock, from Div. 161.
- 813—S. P. Rutan, C. C. Drake, E. M. McEndree, A. J. Kimbro, Wm. Buckton, J. E. Sawyer, from Div. 159.
- 849—J. R. Smith, from Div. 340.
- 853—John Reynolds, L. M. Slaight, from Div. 711.
- 861—H. E. Johnson, from Div. 147.
- 863—H. A. Holloway, from Div. 475.

#### Into Division—

- 865—M. C. Anderson, J. H. Andrews, H. B. Benson, C. N. Clements, John Corbett, B. T. Dickena, E. T. Dumont, L. A. Enoch, A. H. Fricke, G. W. Fricke, C. T. Fulghum, T. H. Gallimore, W. E. Griffin, T. L. Greer, J. W. Hamilton, J. F. Harvey, J. W. Hanley, S. H. Hewitt, W. B. Hill, W. R. Horn, J. M. Johnson, W. W. Johnson, H. O. Johnson, J. T. Lancaster, A. J. Lester, J. T. Lynch, B. F. Manning, J. C. Moran, J. J. Mitchell, Geo. McCormick, T. W. Nall, Lee Northern, J. J. Parish, J. H. Peebles, T. E. Phipps, Vincent Rich, J. T. Sadler, W. J. Sharpe, Pitt Stiles, J. T. Stevenson, W. H. Stephenson, N. J. Sisk, J. E. Spencer, J. D. Swats, Edgar Stevens, R. S. Templeton, W. R. Trigg, J. D. Weatherly, from Div. 473.

### WITHDRAWALS

#### From Division—

- 11—Cecil Montgomery.
- 128—H. L. Devault.
- 145—Frank Davis.
- 179—Clyde W. Barrick.
- 231—Wm. Lucas.
- 278—Henry Dorsch.
- 318—C. E. Burrows.
- 359—F. Rice.

#### From Division—

- 395—J. W. Reynolds.
- 464—Wm. Kerr.
- 522—R. E. Crall.
- 558—Oscar Lesieur.
- 596—Philip Stohlberger.
- 599—C. M. Gifford.
- 765—E. J. Dalton.

### REINSTATEMENTS

#### Into Division—

- 7—A. A. Wallace.
- 18—Ward J. Wood.
- 19—P. T. Gordon.
- 34—C. E. Stracke.
- 37—Henry C. Parker, J. J. Gilchrist, A. C. Hull.
- 77—E. L. Blonden.
- 85—B. P. Hughes.
- 161—J. C. Duval.
- 183—Henry J. Wells.
- 194—E. E. Crutchfield.
- 210—C. L. McDonald.
- 210—M. H. Hood, J. R. Flanagan, J. A. Young, D. J. Mullis, T. G. Brown.
- 233—W. E. Martz.
- 237—E. Singleton.
- 258—P. Leclve.
- 263—Irvin Transue.
- 321—G. E. Wilkinson, R. F. Ellington.
- 323—J. W. Guill.
- 340—J. R. Smith.
- 355—H. D. Gay.
- 359—R. R. Pile.
- 360—Wm. Connell.
- 368—Clarence R. Kadel.
- 370—Ira E. Taylor.
- 384—E. K. Owens.

#### Into Division—

- 416—Harry A. McCombs.
- 435—Allen G. Powers.
- 448—G. C. Kitta, J. W. Taylor.
- 454—Amos Bond.
- 477—J. J. Finnegan.
- 480—Robt. M. Hill.
- 524—J. T. Owens, A. G. Lacy.
- 526—C. Henry.
- 536—Wm. Blight.
- 569—S. W. Hoag.
- 578—John Q. Wallace.
- 591—M. E. Semeley.
- 621—Wm. M. Watson.
- 635—F. S. Retalick.
- 642—L. R. Spellman.
- 658—D. J. Logan.
- 658—Jas. H. Kauffman.
- 680—J. H. Bayless.
- 682—Geo. R. Snay.
- 711—L. M. Slaight.
- 722—L. L. Gleason.
- 726—Wm. H. Dent.
- 739—Henry Weber.
- 754—Geo. Huffman.
- 756—N. G. Jewens.
- 765—C. H. Caboniss.
- 786—B. B. Sapp.
- 793—J. J. O'Neill.
- 801—L. J. Shibel.
- 858—J. Y. Cunningham.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

#### From Division—

- 3—E. B. Carroll.
- 19—W. W. Smallwood.
- B. C. Voltmer.
- 23—B. W. C. Tippet.
- 33—James Condon.
- 41—R. A. Matherson.
- 61—W. B. Dresser.
- 76—F. R. Stock, Jas. O'Brien, F. B. Jackson, A. Bedard, H. J. Hogan.
- 88—J. F. Enzinger.
- 89—Dan Beckingham.
- 108—J. W. Wheat.

#### From Division—

- 110—C. T. Cole.
- 145—Chas. D. Burr.
- A. J. Sweeney.
- 199—Henry Hyatt.
- 217—E. R. Hewitt.
- 222—H. A. O'Donnell.
- 230—L. Berdame.
- 231—E. J. Roper.
- 242—E. P. Mitchell.
- 251—Fred'k Broughton.
- 264—Hugh Williams.
- 236—Thos. Randle.
- 303—J. W. Fisher.
- 320—J. Geddis.

*From Division—*

355—B. Spinney.  
 359—J. W. Reed,  
     O. W. Ross.  
 366—H. Airmond.  
 372—F. S. Powell.  
 402—G. W. Kilbury.  
 403—J. R. Gillespie.  
 405—T. J. Chapman.  
 411—John Harper.  
     C. I. Hood.  
     H. L. Kniffin,  
     J. Loucks,  
     W. H. Marriott,  
     B. G. Tilden,  
     I. Lord.  
 416—John Bruce.  
 440—O. L. Chase.  
 441—Guy Fredenburg,  
     J. M. Conway.  
 445—Chas. Vogel.  
 450—C. N. Rowell.  
 456—W. R. Stafford.  
 460—R. L. Parsons.  
 477—O. Schwartz.

*From Division—*

482—Clarence Fleeger.  
 484—W. L. Brewer.  
 535—Fred Weston.  
 596—J. E. Tines.  
 622—R. L. Harris,  
     P. F. Rowland.  
 633—R. O. Blake.  
 640—J. W. Spriggs,  
     J. H. Boettner.  
 642—A. E. Ringberg.  
 657—E. R. Oberchain.  
 675—M. Norton.  
 697—J. A. Johnson.  
 703—W. Simpson.  
 708—Luther L. Shafer.  
 761—D. Grivetti.  
 763—Geo. Patterson,  
     W. E. Glasgow.  
 799—T. B. McCauley.  
 843—G. B. Lewis.  
 845—R. E. Bedford.  
 849—T. W. Wilson.  
 867—C. D. Henry.

*From Division—*

234—Alfred R. Smith, non-payment of dues and assessments.  
 309—T. V. Pitman, J. L. Alvarez, C. A. Parker, H. A. Marsh, non-payment of dues and assessments.  
 315—H. Hesseman, non-payment of dues and failing to correspond with Division.  
 325—Albert T. Whetstone, unbecoming conduct.  
 329—Edward T. White, non-payment of insurance.  
 384—W. A. Spencer, non-payment of insurance.  
 415—B. C. Beck, non-payment of insurance.  
 475—J. E. Hawkins, non-payment of insurance.  
 500—E. Vanfleet, non-payment of dues and assessments.  
 553—L. D. Calender, G. C. Scribner, forfeiting insurance.  
 600—M. B. Morgan, non-payment of dues and assessments.  
 608—Michael J. Thomas, non-payment of dues and assessments.  
 611—Wm. A. Byrne, non-payment of dues and failing to correspond with Division.  
 615—Fred Kincaid, non-payment of assessments.  
 619—C. B. Smith, non-payment of assessments.  
 620—Thos Warburton, non-payment of dues and assessments.  
     A. E. Aikman, W. G. Bailey, violation Constitution and By-Laws.  
 626—John Creaton, non-payment of dues and assessments.  
 645—J. A. Berg, forfeiting insurance.  
 665—P. R. Beamer, violation of obligation.  
 666—C. E. Hathaway, non-payment of dues and not corresponding with Division.  
 681—Ira L. Baxter, non-payment of dues and assessments.  
 693—W. Pfaff, non-payment of dues and assessments.  
 704—W. A. St. Louis, forfeiting insurance.  
 717—W. A. Gates, non-payment of dues and violation of obligation.  
 753—N. Gequiere, non-attendance and non-payment of dues.  
 755—Roll Squibb, non-payment of dues and not corresponding with Division.  
 764—J. P. McIsaac, non-payment of dues and assessments.  
 786—H. V. Blair, non-payment of dues and failing to correspond with Division.  
 790—Robert Hutchinson, forfeiting insurance.  
 803—F. A. Wall, forfeiting insurance.  
 828—C. B. McDonough, non-payment of dues and not corresponding with Division.  

The expulsion of Bro. H. J. Trinter from Div. 296, which appeared in the June JOURNAL, was an error in reporting to Grand Office. Brother Trinter is in good standing in Div. 296.  
     G. W. NICHOLSON, S.-T. Div. 296.

## FOR OTHER CAUSES

*From Division—*

8—J. B. Laingor, non-payment of dues and assessments.  
 19—E. H. Smithson, F. E. Ashbury, non-payment of dues and assessments.  
 33—A. F. Worth, non-payment of dues and violation Sec. 52, Statutes.  
 58—F. C. Westover, violation Sec. 52, Statutes.  
 74—W. S. Lindley, forfeiting insurance.  
 76—L. L. Davie, non-payment of dues and assessments.  
 90—Gus Kopff, C. Lenkert, D. C. Carr, non-payment of dues and assessments.  
 97—F. M. Divens, W. H. Flemming, E. A. O'Bryon, W. W. Wholey, non-payment of dues and not corresponding with Division.  
 107—Con O'Neil, non-payment of dues and not corresponding with Division.  
 111—C. A. Smith, forfeiting insurance.  
 129—T. J. Ryan, forfeiting insurance.  
     L. A. Stewart, non-payment of dues and assessments.  
 133—Dan T. Murphy, forfeiting insurance.  
     Earl Steinwall, non-payment of dues and assessments.  
 189—F. E. Palmer, forfeiting insurance.  
 205—J. W. Wilson, forfeiting insurance.  
 235—M. Keating, violation Sec. 52, Statutes.  
 256—E. C. Saunders, forfeiting insurance.  
 289—Wm. Borders, violation Sec. 52, Statutes.  
 292—John Clancy, non-payment of dues and unbecoming conduct.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 233-236

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, July 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ans't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
180	John Kehoe.....	54	25	Mar. 13, 1910	May 17, 1916	Pneumonia.....	\$1500	Martha E. Kehoe, w.
181	J. J. McKane.....	59	640	Nov. 30, 1893	May 15, 1916	Heart disease.....	1500	Marg't W. McKane, w.
182	Chas. Mankin, Jr.	34	317	Oct. 19, 1907	May 15, 1916	Tuberculosis.....	3000	Julia I. Mankin, w.
183	Robt. T. Yeager.....	66	250	Dec. 25, 1886	May 19, 1916	Catarrh of stomach.....	1500	Martha Yeager, w.
184	W. E. Keefe.....	60	53	Jan. 22, 1885	May 10, 1916	Angina pectoris.....	3000	Annie J. Keefe, w.
185	A. E. Cowley.....	46	15	Apr. 26, 1887	May 11, 1916	Acute indigestion.....	3000	Sadie C. Cowley, w.
186	F. J. Gilmore.....	66	143	Dec. 8, 1910	May 11, 1916	Left leg amputated.....	1500	Self.
187	Alfred Coleman.....	47	394	June 8, 1907	May 20, 1916	Chronic nephritis.....	3000	Lucy Coleman, w.
188	W. M. Wing.....	51	368	Nov. 12, 1906	May 15, 1916	Pneumonia.....	3000	Eula B. Wing, w.
189	B. F. Lee.....	43	849	Oct. 29, 1904	May 13, 1916	Right leg amputated.....	3000	Self.
190	C. L. Johnston.....	43	809	Apr. 22, 1911	May 13, 1916	Killed.....	3000	Wife and daughter.
191	Thomas Mason.....	65	405	Sept. 17, 1909	May 25, 1916	Drowned.....	4500	Hattie Mason, w.
192	J. F. Smith.....	39	702	Sept. 27, 1909	May 25, 1916	Nephritis.....	4500	Jessie F. Smith, w.
193	E. E. Thompson.....	52	595	Feb. 7, 1904	May 16, 1916	Tuberculosis.....	2250	M. A. Thompson, w.
194	Henry E. Day.....	85	419	Feb. 18, 1869	May 16, 1916	Stricture of oesophagus.....	3000	Frances F. Day, w.
195	L. E. Washburn.....	39	296	Apr. 30, 1905	May 31, 1916	Suicide.....	1500	Mary R. Washburn, w.
196	J. W. MacDonald.....	44	478	June 26, 1900	May 25, 1916	Found dead.....	3000	A. A. MacDonald, w.
197	Hans Larsen.....	54	478	June 26, 1900	May 31, 1916	Killed.....	1500	Alice Larsen, w.
198	J. A. Ferguson.....	63	599	June 1, 1893	May 25, 1916	Mitral regurgitation.....	1500	G. O. Ferguson, w.
199	M. E. Green.....	51	20	Jan. 4, 1901	May 25, 1916	Cerebral apoplexy.....	750	Stella A. Green, w.
200	A. L. Webb.....	59	137	Sept. 3, 1891	May 26, 1916	Blind right eye.....	1500	Self.
201	Wm. Clark.....	53	536	Oct. 22, 1891	May 20, 1916	Diabetes.....	1500	Minnie Clark, w.
202	J. C. Barnes.....	64	47	Oct. 21, 1893	May 24, 1916	Suicide.....	3000	Son's daughter-in-law
203	G. F. Larimer.....	64	5	Dec. 11, 1900	May 16, 1916	Apoplexy.....	1500	Mollie E. Larimer, w.
204	Anthony Dike.....	98	312	Jan. 15, 1874	May 28, 1916	Arterio sclerosis.....	3000	Christiana Dike, w.
205	A. H. Newton.....	34	722	July 7, 1907	May 26, 1916	Killed.....	1500	Nellie E. Newton, w.
206	Harry Wykoff.....	54	43	Dec. 30, 1901	June 6, 1916	Bright's disease.....	3000	Angie M. Wykoff, w.
207	John I. Bryant.....	59	215	Dec. 11, 1905	June 2, 1916	Cirrhosis of liver.....	1500	P. L. Bryant, w.
208	Martin V. Ham.....	66	99	June 4, 1897	May 30, 1916	Infected gall bladder.....	1500	Adaline E. Ham, w.
209	Joseph Yost.....	57	474	Nov. 1, 1901	June 2, 1916	Nephritis.....	1500	Fannie A. Yost, w.
210	Carl Steffens.....	57	475	Mar. 2, 1900	May 31, 1916	Suicide.....	1500	Matilda Steffens, w.
211	Eli Barror, Jr.....	60	493	Aug. 1, 1891	June 11, 1916	Cardiac disease.....	1500	Children.
212	Lee Langston.....	52	139	May 4, 1903	June 1, 1916	Killed.....	1500	Sallie L. Langston, w.
213	E. J. McIntyre.....	50	347	July 23, 1901	June 6, 1916	Endocarditis.....	3000	H. E. McIntyre, w.
214	Geo. O. Trexler.....	39	88	Jan. 22, 1908	June 3, 1916	Killed.....	1500	Flo'ce P. Trexler, w.
215	C. McCann.....	73	293	Oct. 10, 1888	May 22, 1916	Pneumonia.....	1500	Thomasene McCann, d.
216	John Burke.....	58	123	July 26, 1892	June 3, 1916	Paralysis.....	1500	Catherine Burke, w.
217	Fred Doyle.....	51	14	May 5, 1901	June 4, 1916	Ulcer of stomach.....	3000	Leone Doyle, w.
218	Thos. L. Finks.....	48	317	Mar. 4, 1907	June 5, 1916	Cancer of stomach.....	4500	Lucy W. Finks, w.
219	A. J. Bailey.....	67	182	Aug. 15, 1896	May 31, 1916	Bright's disease.....	3000	Mary B. Bailey, w.
220	Wm. Schaeffer.....	29	713	Sept. 6, 1913	June 6, 1916	Killed.....	1500	Alice Schaeffer, w.
221	Thos. E. Compton.....	45	154	Dec. 29, 1904	June 7, 1916	Gastric ulcer.....	1500	Iida V. Compton, w.
222	Walter Pee.....	58	459	May 2, 1892	Feb. 10, 1916	Cerebral apoplexy.....	3000	Bertha Pee, w.
223	C. T. Shoemaker.....	33	324	Mar. 25, 1910	May 3, 1916	Murdered.....	3000	Wife and children.
224	M. B. Cronin.....	52	182	May 1, 1891	May 14, 1916	Apoplexy.....	1500	Lizzie Cronin, w.
225	M. E. Hanford.....	45	674	Oct. 27, 1900	May 14, 1916	Apoplexy.....	1500	Annie A. Hanford, w.
226	P. F. Hagerty.....	67	257	Apr. 18, 1890	May 16, 1916	Mitral regurgitation.....	1500	Wife and children.
227	J. F. Thompson.....	62	309	Sept. 6, 1898	May 22, 1916	Nephritis.....	3000	Sara F. Bunker, s.
228	T. W. Griffin.....	67	15	Apr. 25, 1896	May 28, 1916	Myocarditis.....	3000	Sarah J. Griffin, w.
229	Chas. O. Geiger.....	42	41	June 18, 1905	May 31, 1916	Acute dilat'n of h't.....	1500	Brothers and sister.
230	A. J. McGinn.....	49	576	Sept. 21, 1910	June 3, 1916	Killed.....	1500	Margaret McGinn, w.
231	R. E. Tucker.....	47	621	Nov. 17, 1906	June 5, 1916	La grippe.....	1500	Laura J. Tucker, w.
232	A. M. Campbell.....	55	713	June 5, 1905	June 6, 1916	Killed.....	3000	Kate B. Campbell, w.
233	C. W. McClain.....	63	187	Nov. 21, 1893	June 11, 1916	Cerebral hemorrhage.....	1500	Jas. C. McClain, s.
234	F. A. Baker.....	61	312	Dec. 11, 1892	June 12, 1916	Nephritis.....	1500	Mary E. Baker, w.
235	Jacob Meyers.....	59	644	Jan. 7, 1906	June 12, 1916	Nephritis.....	1500	Mattie A. Meyers, w.
236	S. P. Oleson.....	57	202	Aug. 26, 1887	June 13, 1916	Septicemia.....	3000	Annie C. Oleson, w.

Total number of death claims 54  
Total number of disability claims 57

Total amount of claims, \$126,000.00

### Statement of Membership

FOR MAY, 1916

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership April 30, 1916.....	1,562	42,683	123	19,749	7	4,511
Applications and reinstatements received during month.....	..	216	..	67	..	18
Totals.....	1,562	42,899	123	19,816	7	4,529
From which deduct policies terminated by death, accident, or otherwise.....	4	106	1	38	..	9
Total membership May 31, 1916.....	1,548	42,794	122	19,778	7	4,520
Grand total.....						68,769

## Financial Statement

CLEVELAND, O., June 1, 1916.

MORTUARY FUND FOR MAY			
Balance on hand May 1, 1916.....			\$71,508 68
Received by assessments 1068-72 and back assessments.....	\$197,557 88		
Received from members carried by the Association.....	574 50		
Interest for May.....	280 11		
Refund.....	954 89		
	<u>\$199,347 38</u>		<u>\$199,347 38</u>
Total.....			\$270,851 06
Paid in claims.....			149,402 41
Balance on hand May 31.....			\$121,448 65
SPECIAL MORTUARY FUND FOR MAY			
Balance on hand May 1.....			\$536,740 88
Received in May.....			22,515 02
Balance on hand May 31.....			\$559,255 90
EXPENSE FUND FOR MAY			
Balance on hand May 1.....			\$ 75,568 25
Received from fees.....	\$ 322 36		
Received from 2 per cent.....	4,502 98		
Refund on bonds.....	61 82		
	<u>\$ 4,887 16</u>		<u>4,887 16</u>
Total.....			\$ 80,445 41
Expenses for May.....			3,161 52
Balance on hand May 31.....			\$77,283 89

## This is Vitally Important to Your Family and Yourself

Thirteen Hundred Twenty-three satisfied claimants in the United States and Canada last year. We want you and every other member of our Organization to know that our Accident Contracts stand alone, absolutely supreme.

Forgetting for a moment the possibility of your being injured in the service; think of the many thousands that are killed and injured in our cities. People walk out into the highways thinking of everything imaginable except the danger that is to be found on all sides; my Brother, haven't you caught yourself doing this very thing? Thousands have been killed and injured in this way. How long will it be before you pay the toll? All of us are exposed to and taking many risks each day. You that are in active service have an additional risk to protect against. Have you done so. If not, why not?

We know our members cannot consistently say that the cost of this protection is high. We are writing these contracts at actual cost to the members. This you can readily see if you will compare our rates for this protection with those of any Old Line Company.

## "PRINCIPAL SUM" ACCUMULATIVE

The "Principal Sum" of all Indemnity Policies will increase 5% per annum for five (5) years.

Principal Sum	Weekly Indemnity	Annual Premium	Quarterly Premium
\$1,000	\$ 5.00	\$12.00	\$ 3.00
1,000	7.50	16.20	4.05
1,000	10.00	20.60	5.15
1,000	12.50	24.60	6.15
1,000	15.00	26.40	6.60
1,000	20.00	36.80	9.20
1,000	30.00	51.80	12.95
1,500	7.50	18.00	4.50
1,500	10.00	22.20	5.55
1,500	12.50	26.40	6.60
1,500	15.00	30.40	7.60
1,500	20.00	38.60	9.65
1,500	30.00	53.60	13.40
2,000	10.00	24.00	6.00
2,000	12.50	28.20	7.05
2,000	15.00	32.40	8.10
2,000	20.00	40.60	10.15
2,000	30.00	55.60	13.90

## WEEKLY INDEMNITY ONLY

.....	\$ 5.00	\$ 7.60	\$ 1.90
.....	7.50	11.40	2.85
.....	10.00	15.00	3.75
.....	12.50	18.80	4.70
.....	15.00	22.60	5.65
.....	20.00	30.00	7.50
.....	30.00	45.00	11.25

After this comparison has been made you can see that the contracts we are writing are in a class by themselves, when it comes to protection given and the cost of same. We hope every member of our Association will read this carefully and let us know which you can better afford; a few cents per day for the best Indemnity contracts written, or the loss of six months' time, more or less. If you will read carefully Section 15, Page 134, of our By-laws, you will know exactly what protection our Association is giving you for the money.

Accident Insurance, my Brother, is stronger today than ever before. Its central purpose is the protection of home and dependents. We have said to you before, it is sold to you at actual cost. It needs only to be understood to be appreciated. Accident Insurance Contracts, such as ours, are growing every day and their blessings are increasing, as our business has fully demonstrated in the past year.

After you have read this consider it seriously and you will be satisfied that we are right. Then take it up with your Insurance Secretary and see that your family and yourself are fully protected.

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID JUNE 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*320	512	Monroe Krewson, Adv.	\$200 00	375	130	Fred Ruggly	\$100 00
*321	206	A. H. Parsons, Adv.	290 00	376	396	Herbert A. VanVoorhees	80 00
322	190	J. T. Layden	62 86	377	218	John Norman	17 14
323	190	A. H. Nagle	20 00	378	476	A. J. Merriman	45 71
324	834	Arthur Scott	42 86	379	372	J. C. Farrell	20 00
325	101	S. Boggs	42 86	380	197	H. J. Holme	57 14
326	761	Edwin B. Walters	11 43	381	475	F. Barnes	20 00
327	815	George S. Burgan	40 00	382	230	S. J. Ellis	22 86
328	219	T. E. Watts	17 14	383	318	M. C. Landy	71 43
329	210	T. W. Hines	102 86	384	214	M. A. Lea	37 14
330	69	John P. Gorman	22 86	385	781	T. J. Quisenberry	12 86
331	203	Ben H. Moore	19 29	386	776	J. T. Varnon	14 29
332	431	Milo Enyart	27 86	387	232	Peter Lehne	271 43
333	147	O. L. Johnson	20 00	388	769	T. J. Smith	28 57
334	251	Gust Peterson	22 86	389	595	J. W. Gold	40 00
335	28	B. T. Cheek	34 29	390	514	Andrew Gotto	5 00
336	761	Perry Zimmerman	140 00	391	432	Grover C. McWhorter	26 71
337	706	B. F. Furlong	37 14	392	86	Frank Heifner	22 86
338	313	Carl Arnold	21 43	393	448	J. T. Douthat	40 00
339	177	W. R. Coats	31 43	394	448	John W. Simpson	37 14
340	409	C. A. Stephenson	28 57	395	511	Jacob W. Souders	48 57
341	443	P. F. Schnabel	96 43	396	83	C. W. Waits	28 57
342	569	W. L. Smith	80 00	397	83	Martin J. Healey	20 00
343	190	C. S. Patterson	28 57	398	209	E. W. Spalding	31 43
344	717	William Hensley	15 71	399	370	Henry McBurney	15 00
345	546	Thomas Paddon	120 00	400	260	George Moore	68 57
346	177	E. C. Howe	5 71	401	417	Frederick W. Rettich	4 29
347	11	John C. Young	14 29	402	574	Ward Calvert	22 86
348	156	Jas. E. Marler	20 00	403	262	M. H. Basher	74 29
349	33	John M. Harrington	75 00	404	372	Edw. E. Smith	14 29
350	720	Fred Ehlert	32 14	405	444	R. J. Kniseley	220 00
351	203	Joseph W. Wanning	467 14	406	19	H. F. Daul	25 71
352	206	J. W. Stacy	60 00	407	786	F. G. Adamson	20 00
353	736	W. H. Shields	57 14	408	501	E. J. McFadden	5 71
354	101	E. W. Blaker	235 74	409	400	V. W. Dickey	45 71
355	181	G. W. Trotter	14 29	410	582	Harry M. Johnson	32 14
*356	238	E. J. Costello, Adv.	600 00	411	358	D. B. Morrey	87 14
*357	863	C. Y. Fuller, Adv.	100 00	412	177	W. T. Fullington	42 87
*358	882	C. A. Hessler, Adv.	100 00	413	8	J. J. Lienhard	28 57
*359	585	R. S. Hunt, Adv.	100 00	414	220	B. Sage	62 86
360	101	G. T. Sigler	45 71	415	746	J. F. Kellum	31 43
361	395	A. C. Farrar	134 29	416	156	E. N. Parnell	132 87
362	282	J. A. Bynane	55 74	417	317	Chas. L. King	62 86
363	840	J. J. Fickling	25 00	418	765	Hugh C. Zappe	62 14
364	546	George L. Foster	45 00	*821	511	F. E. Kemp, Adv.	80 00
365	190	Frank Birch	60 00	*568	120	Chas. M. Schriver, Bal.	98 57
366	708	W. H. Sims	11 43	*818	210	J. L. Fickling, Adv.	150 00
367	758	Harry J. Batchelor	14 29	*949	66	Chas. A. Robinson, Adv.	70 00
368	746	P. R. Sorenson	38 57	*77	725	John Uloth, Adv.	300 00
369	66	Walter Baumgart	21 43	*457	19	R. M. Robinson, Adv.	170 00
370	66	John W. Wilkins	42 86	*203	19	F. S. Padgett, Adv.	120 00
371	357	John S. Walker	148 57	*265	248	H. S. Finch, Adv.	50 00
372	38	Ira B. Snapp	90 00	821	511	F. E. Kemp, Bal.	62 86
373	430	S. E. Furlow	65 71	522	187	N. E. Dowdy, Bal.	238 57
374	239	L. B. Bolt	10 00				
							\$7,763 66 \$7,763 66

Total number of Weekly Indemnity Claims, 95.

\*Number of Advance Payments on Claims, 13.

\*\*Claims reopened, 1.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID JUNE 1, 1916.

Claim	Div.	Name	Amt. Paid
173	301	Jas. N. Kirk, right hand amputated	\$2,000 00
174	143	Frank J. Gilmore, left leg amputated	2,000 00
			\$4,000 00
			\$11,763 66

Total number of Indemnity Death and Disability Claims, 2.

Weekly Indemnity Claims paid from December 1, 1906, to May 1, 1916,...

\$785,743 56

Indemnity Death and Disability Claims paid from April 1, 1907, to May 1, 1916,...

298,732 14

\$1,084,475 70

\$1,084,475 70

\$1,096,239 86



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No. 8

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Volume 50

AUGUST, 1916

Number 8

## The Claim on Gold Crag

BY CLARISSA MACKIE

Jack Duncan put his hand into Stowe's large grasp with the instinctive feeling that here was a man who would not only be a partner, but a friend as well.

"Glad to see you, Duncan," boomed Stowe's deep voice as he wrung the new arrival's hand. "I received Henshaw's letter from Seattle and he told me to look out for you. You can share this cabin with me if you want to. Houses are scarce in Dawson just now, and you'll want to look around. There's a spare bunk in the corner yonder. Dump your stuff into it and sit down while I cook supper."

This was Jack Duncan's introduction to Alaska and Dawson City in particular. He had thrown up his position in a San Francisco bank to try his fortune in the Klondike, and back home Beth Terry was waiting patiently for him to make a lucky strike and return to her so that they could buy a ranch in southern California and live happily ever after. That was lovers' planning, of course. In reality Jack had that very moment arrived in the great gold center of the Northwest after two months' travel, with a brief stop in Seattle to visit an old school friend, Henshaw, who sent him on his way rejoicing with a letter of introduction to Brad Stowe of Dawson City.

"You'll find him the biggest and best chap you ever met. He'll stand by his

friends through thick and thin, Duncan. He made a pile out here and lost it again—gambled it away in a night. He's looking out for another claim, and I believe he'll get it too. He has luck, they say, in everything except love. Some girl turned him down and sent him scooting into the wilderness." Henshaw had said these words in parting from young Duncan, and Jack had found that everything he had said in praise of Brad Stowe was true.

Jack used to sit opposite him at the little table, eying the great golden-bearded giant and wondering what sensible girl could ever refuse to marry him. Of course he always excepted Beth Terry, for Beth loved Jack Duncan and was therefore beyond consideration where Stowe was concerned.

All through the short, cold days and the long nights brilliantly illuminated by the flaming tongues of the aurora borealis Jack worked and waited and dreamed of the fortune that was to be his.

Day after day he set out with his prospecting kit and his dog sledge to return at night weary and discouraged at his failure. Always Brad Stowe encouraged him to renewed effort.

"There's bound to be a stampede pretty soon, Duncan," he would say. "There was a rumor yesterday that Jennings had struck it on his claim at the very edge of Gold Crag. If that's so—if he finds any more—there'll be a stampede for Gold Crag, and you will want to be in it, eh?"

"Sure thing," agreed Jack, encouraged by the experienced miner's outlook. "And you, Brad, you would race for it too?"

"You can bet your life," said the other quietly. "I've had about all of this wild life I can stand. I'm going back to the States—not that there's anyone waiting there for me," he ended gloomily. "I'll have to begin over again—alone."

"You were from the East," remarked Jack tentatively.

"Yes, and I'll go back there—to New York. My father will take me into the business with him. I'll settle down then, but I don't want to go home dead broke. Oh, I'll hit it up again here. I've always had good luck in the Klondike," he ended, with a bitter smile.

Jack guessed that the big fellow was suffering from his old heart affair, and he changed the subject to one less personal, so that when bedtime came Stowe was his old cheery self again.

Jack wrote a letter to Beth Terry that night and in it he told her all about Brad Stowe and his troubles. It was a relief to the boy to open his heart to the quiet, gray-eyed girl back home. He wondered how he had ever existed before Beth Terry and her mother came to San Francisco from New York. His letter took on Stowe's optimistic tone. "I'll soon be home, girlie," he wrote, "and I can see that little ranch near San Diego coming nearer all the time."

He was awakened shortly after midnight by a confusion of voices and the sharp bark of dogs, as several sledges passed the cabin. Brad Stowe heard them, too, and he was out of bed and pulling on his clothes with furious haste.

"Get into your clothes, Jack," he called to his mate; "there's a stampede to Gold Crag—Indian Joe just yelled it in my window. I'll harness the dogs while you dress and make some coffee. Rustle, now, it's the chance of your life!"

Jack rustled, and in half an hour the two men had swallowed steaming cups of coffee and, wrapped in furs, were speeding up the trail toward Gold Crag in far pursuit of the first stampede.

"We'll never make it," sighed Jack,

and he shouted the words to Stowe, whose sled was in the lead.

"I know a short cut, Jack," yelled Stowe over his shoulder, and he pointed to the left, where his dogs were leaving the trail and breaking through the untrodden snow of the mountain-side.

Jack followed him, and presently he looked up and saw the beetling brow of Gold Crag almost above him. Stowe and his outfit had turned again and were reaching up a narrow gully that seemed to pierce the mountain, but it sloped up gradually and narrowed to almost a foot-path.

Both men left their sledges and faced each other.

"It's nip and tuck now, Jack," said Stowe hardily. "I've led you all the way up here, and, man, I'll give you an even chance for the claim. We've beaten the others by a mile, but we've got to race some more. Will you try it or are you all in?"

Jack was panting heavily. Although he had grown stronger and more muscular in the free life of the North, the race was telling on him. Now, in the brilliant light of the aurora, his face looked haggard beneath his fur cap.

"Sure I'll race you," he panted heavily.

Stowe observed him keenly. Suddenly the light faded from his eyes, and his mouth took on grim lines.

"There's a girl back home—there?" he asked brusquely.

Jack swallowed. "Yep: Beth—Beth Terry—my girl," he said.

"Beth—Terry?" echoed Brad Stowe, stepping back and surveying the young man with burning eyes. "Beth Terry of New York?"

"Yes," admitted the surprised Jack.

"You are engaged to her?" asked the other hoarsely.

Yes; she's waiting for me to make good. Let us go on, Brad. We'll lose out on this," urged Jack anxiously.

"Very well," said Stowe wearily, and together they trudged on up the narrow defile until they reached the open tract before the Jennings claim.

"It's half a mile beyond, there by the broken pine tree," said Stowe over his broad shoulder. He was leading the way

by a few feet, and Jack was trudging after him, spiritlessly, scarcely hoping to beat that long, strong stride of his mate's.

Within 100 feet of the coveted goal Stowe suddenly turned and put his hand on Jack's shoulder.

"I'm out of it lad," he said quietly. "Yonder is the promised land—go to it!"

"No, no. How about you?" gasped Jack. "You're the winner; go ahead, Brad—I'm not a baby."

"I'm not doing it for you, Jack," said Stowe grimly. "I'm doing it for a girl named Beth—I used to know a girl named Beth, and it's for her—if you don't treat her right—if you're not good to her, man, I'll come down there and murder you—understand?" He turned and dashed back across the snow crust, and Jack dazedly hurried forward and staked his claim to the big triangular patch of snow that marked the claim next to the famous Jennings.

He had just driven in the last post and written his name on it as Stowe had directed him to do one day when he had been explaining the procedure to the tenderfoot, when there came the sound of loud shouts and many cheers, and several outfits whirled into view around the belt of woods.

There was much surprise and some disappointment when it was discovered that Jack had posted what appeared to be the most desirable claim on the mountain, but the crowd was good-natured and immediately scattered, each to stake a claim in the new district.

Jack went slowly back to his dog sled and rode down the mountain in the cold gray dawn of a new day. After he had been to the recorder's office and filed his claim, Jack went back to the cabin he had called home for many months.

Brad Stowe was sitting before the stove reading a two months' old newspaper, and he looked up at his young partner with his old friendly smile as the lad entered.

"All right and hearty, Jack?" he asked.

"Yes, Brad," returned Jack, pulling off his outer garments and reaching for a bunch of letters that bore his name, "only you see, I can't understand why

you'd throw away a fortune like that claim on Gold Crag when?"—

"I'm a sentimental fool, that's why," laughed Stowe returning to his paper. "Indian Joe brought the mail in, and I suppose those letters are yours. I never get any."

Jack opened Beth's letter and read its closely written pages to the end. When he lifted his eyes they were bright and sparkling with something besides excitement.

He brushed his hand across his eyes and went over to his partner and laid his hand on his broad shoulder.

He winced when he noticed that the big man was reading the paper upside down. Jack knew that Brad Stowe needed that claim.

"Funny thing, Brad," began Jack, "but I've just had a letter from Beth. Say, she will be surprised when she hears that we've struck it rich, won't she?"

"I should think so," returned Stowe, trying to speak carelessly and failing. "Congratulate you, Jack. Nice girl, eh?"

"Yes, she is, Brad," he went on earnestly. "That claim on Gold Crag belongs to both of us. I've filed it in our joint names—yours and mine—partner."

"Jack, you are square!" shouted Brad heartily as he threw down his paper and gripped his partner's hands.

"There's more to come," went on Jack, with merry eyes. "My Beth writes that her cousin, Beth Terry, has come on from New York for a visit, and she complains that Cousin Beth is eating out her heart for love of a man who quarreled with her and then ran away to the Klondike. And my Beth has ordered me to find that man and bring him home with me to my Beth—and his Beth! Shall I tell you his name, partner?"

Tears stood in Brad Stowe's blue eyes. He brushed them impatiently aside.

"You're not kidding me, Jack?" he stammered.

"Here's her letter—and a letter all ready for the runaway when I find him—and their pictures—here, the letter is for Cousin Beth's sweetheart!" He held it high above his head.

Brad Stowe snatched it from his grasp

and retired to a corner to devour it and the picture of Cousin Beth Terry.

"Well?" demanded Jack eagerly.

Brad nodded his head. "I guess I'm Beth Terry's sweetheart still," he grinned, and they clasped hands on the new relationship between them.

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### Dolores and Marta

BY JOTHAM KINGSLEY

"Every doggoned greaser has skipped out and joined the rebel army," growled Frank White as the superintendent of the Cactus mine joined him at the mouth of the deserted shaft.

Neal Taber, who had been absent since daybreak in a vain search for more workers in the mine, uttered an angry ejaculation and dropped from his horse.

"When?" he asked tersely.

"During the noon siesta they slipped off one by one until I happened to notice that things were at a standstill. Old Manuel d'Orto volunteered the information that they had joined the rebels. You know there has been a ragged company camped a mile or two up the river. What shall we do, Neal?" The assistant manager looked at his superior.

The two young men frowned at each other. Americans they were, but no one would have suspected it from their appearance. Both were black-haired and black-eyed, and both were browned under the tropic sun until they looked like handsome young Mexicans. Their conical straw hats and gay neckties accentuated their resemblance to the youths of the country.

Skilled in their calling, these two young Americans had labored to develop the mining property that had been placed in their charge. The laborers at the mine were of the Mexican peon type and, while far from industrious, had been kept fairly busy by the two Americans. Up to the present time there had been little trouble with them, except their unwillingness to work steadily, but now they had departed to find a calling more suited to their temperaments—that of bushwhacking—for their living.

Far to the north the Rio Grande river flowed into the gulf of Mexico, drawing a

definite boundary line between the United States and her southern neighbor. Before Mexico had been stirred with this latest revolution among her sons the Cactus silver mine, backed by American capital and under American management, had begun taking the precious metal from the broken ridges of the Sierra Des Blas range.

All had gone well with the American company until the revolution had broken out. And up to this time, when the miners had deserted in a body, the Cactus Silver Mine company had paid little heed to the intermittent warfare waging about them. Now that they were without help, even the native foremen having disappeared, there was nothing for Taber and his assistant to do save to shut down the mine and wait for peace.

If they were able to hold the mine against roving bands of desperadoes until the company could rush help to them across the border all would be well. If not—well, Taber shrugged his broad shoulders and smiled at White.

"Quien sabe?" he asked.

"We'll know pretty blamed quick," growled White, who was a man of war and was in favor of setting forth after the rebel army, driving his deserters home like sheep.

"Let us set old Manuel to watch over the place while we see if cook has condescended to prepare anything to eat," suggested Taber.

They spoke to the watchman, and when he was on duty the two young men walked through the scattered cabins of the vanished miners and finally came to their own adobe house, set on a little hill overlooking the mine and its surroundings.

In the courtyard that served as a kitchen for Benita, the aged Mexican cook, they found her cooking frijoles over a brazier of glowing coals, and when the highly seasoned meal was concluded they discovered that Benita and Manuel, who happened to be her husband, had shamelessly deserted their service, and they were entirely alone.

"What shall we do?" Taber asked the question this time.

"We better ride over to El Dora and send a message to Linwood for immediate

help. Let him understand that this is an 'S O S' call, wireless code, and that help must come p. d. q., plain American talk."

"Good. Our going together will enable one of us to reach El Dora even if the other one stops a rebel bullet, eh? Good thing we shipped the last accumulation of ore in season."

"Yes. We should have Linwood's receipt for it when we reach El Dora. Better take plenty of cartridges and anything we especially value. Something may break loose here before we get back."

Just at nightfall the superintendent and his assistant rode slowly down the mountain side and turned into the beaten path that followed the El Dora river across the sandy plain. In the light of a full moon the shadows of horses and riders made huge blots on the white sand. They rode on in silence mile after mile, now and then the road plunging into a dark forest where unseen streams murmured secretly before they dropped into underground channels. Night birds stirred sleepily as they passed by. Once a cougar dropped from a branch directly in the path of Taber's horse. The animal squealed as he reared back and Taber flashed his electric torch in the cat's glowing eyes.

Frank White's automatic cracked sharply and the cougar bounded into the air and then fell dead in the bushes.

"Nearly got you that time, Neal," laughed Frank as they road on.

"I'd rather meet a dozen cougars than one sneaking Mexican assassin," retorted Neal. "How many miles further have we got to go?"

"Twenty, if I know my country hereabouts," returned White. "There is a shorter cut. When we are out of this jungle we can skirt it toward the north and go through the little valley of the white hacienda"—

"The valley of the white hacienda," interrupted Neal Taber curiously. "You sound like a romance, Frank."

"That's what the greasers call it. I passed that way one night when I was in a hurry. There's some kind of a fruit farm there; regular little paradise I've heard, but I haven't had time to investi-

gate; our rascals have raised too much of the other thing ever since I've been here."

"We'll try the other way—the shorter way," decided Taber.

Consequently when they reached the end of the jungle they turned their horses sharply to the right and found a well traveled road that skirted the jungle for several miles; then it turned to the northwest and entered between high wooded hills a green valley bathed in the moonlight.

In the middle of the valley was a white blot.

"Yonder is the white hacienda," remarked Frank White as they rode along.

"Seems to be a light in the window—there, it's gone. I wonder if we're trespassing, Frank?"

"I believe there's a public right of way through here."

They passed a high stockade that quite hid the white house and the grounds from their view. They followed the stockade for several hundred yards and finally emerged upon a narrow trail that mounted up and disappeared among tall oak trees.

"On the other side of this ridge lies El Dora," explained Frank.

They were climbing the trail, still in the glare of the white moon, when two figures sprang into view from the shadows.

Two slim, graceful girls, daintily clad in native costume, with dark mantillas tossed around their beautiful olive skinned tinted faces, lustrous dark eyes, lips like cactus flowers and misty tendrils of dark hair.

They were alike as two peas or two roses or two cactus blossoms.

One of them Neal called the prettier (but Frank contested the statement) stepped forward and spoke musically in Spanish:

"Ah, senores, we are in great danger. Our father has left for El Dora on important business, and tonight all our men have deserted and joined the rebel army. The wife of one of the men has risked her life to tell us that there is to be a raid on our valley tonight. You"—



The other girl caught her arm and spoke rapidly in English.

"Oh, Dolores, these men may belong to the rebels! See, they are quite—quite villainous looking!"

"Villainous looking!" laughed Dolores. "Nonsense, Marta! Truly, they are gentlemen. Perhaps they understand English—and how rude you have been!"

Taber leaned down from his saddle and spoke in his own language:

"We are Americans," he said quickly. "We are from the Cactus mine, and we are on our way to El Dora. We shall be happy to escort you to the city. Have you horses?"

"Yes," stammered Dolores, blushing so deeply that her confusion was plainly discernible in the bright moonlight. "I beg your pardon, sir, but we really thought you were Mexicans."

The girls did not make further apologies. They gathered up a variety of bundles containing their most precious belongings, and, leading from the shadows two sturdy horses, they permitted the young Americans to put them in their saddles, and, with their bundles bobbing in the rear, the four hastened out of the valley of the white hacienda.

They had barely turned out of the trail and were poised on a high ridge above the sleeping city when there was a swift clatter of hoofs and wild outcries as a band of rebel outlaws swept into the narrow entrance of the valley. The two men chafed at their inactivity. They would dearly have loved to hold the valley against the bandits, the narrow entrance and exit lending themselves to excellent defense, but with the two girls to care for it was out of the question.

So the four sat upon the high ridge and watched the red glare from the burning hacienda, and when the flames died down they went below into the city of El Dora. The girls had lost their sparkle and vivacity when their home went up in smoke and flames.

"Father will not rebuild," said Dolores sadly. "We will go home."

"Home," echoed Taber—"isn't this home to you? Are you not Mexicans?"

There was a duet of trilling laughter.

"Did you ever hear of Mexicans named

Jones?" bubbled Marta. "My father's name is James Jones, and this valley home is merely an experiment with him. Dad is full of hobbies; but I rather think he is tired of this one. Our home is in New York and—there is father now! See him, standing there by the postoffice building!"

"And is your name really Dolores?" whispered Taber to the girl.

She shook her head, laughing. "No; we adopted these names for the evening. We were going to pretend to be Mexican girls. We thought we would be safer. I am just plain Mary Jones and Marta is Anne Jones—there!"

But Neal Taber and Frank White didn't care a rap about names. They declared that a rose by another name smells as sweet, and they decided that they would prevail upon the beautiful twin sisters to change the name of Jones for others more euphonious, which they finally did.

### Miss Potifer's Pomeranian

BY CLARISSA MACKIE

Dr. Thornby was thirty years old and a bachelor. His practice took up all his time during the day, and when he reached his rooms in the evening, sometimes late, he was too tired to go out to seek amusement. Perhaps his case was no different from other men who are regularly occupied with making a living, perhaps he had reached an age when a home with no one in it to cherish first begins to seem lonely, perhaps nature, having been cheated out of her rights, had begun to rebel. Be this as it may, when Dr. Thornby went into his rooms one evening after an anxious day over a very sick patient he longed for someone to comfort him.

The next day after the doctor had finished with his morning office consultation, exerting himself to put the best face on conditions that looked dark indeed and, having swallowed a hasty lunch, he went to where his car was standing and, tossing in his bag of medicines and medical implements, got into the car himself. A little dog bounded in behind him and sought a warm place in his lap.

The doctor's mind was upon a very sick patient, and the little stranger was by no means welcome.

"Where did it come from?" asked Dr. Thornby as he pointed to the fluffy bundle of animation.

James, the chauffeur, turned a casual eye on the black Pomeranian who was licking the doctor's glove with a tiny red velvet tongue.

"I couldn't say, sir I never noticed it until you spoke."

The doctor looked up and down the street in search of some foolish woman who might be the owner of the lapdog, but the street was deserted.

"I'll take him to the pound," said the doctor absently and immediately forgot all about the Pomeranian, which nestled down in the bearskin robe until all one could distinguish was a pair of sparkling eyes.

Dr. Thornby detested small dogs, especially when they were carried by women, and he was supposed to be a woman hater, which in a way was not at all detrimental to his practice, for the fair sex rather liked his brusque manner, even when he told them that they must battle with their disordered nerves all alone with the weapons of plenty of fresh air and exercise and exertion of undiscovered forces of will power.

In spite of this very excellent advice they flocked to Dr. Thornby, and some of them professed to enjoy his look of disapproval when they brought their toy dogs along.

Two days later Dr. Thornby was still in possession of the little Pomeranian of which he had grown very fond. "I shall keep him, James, unless I find the owner," explained the doctor, and he hesitated to add that he had not yet advertised that he had found the dog.

That very afternoon, when he consulted his tablets, he found that an urgent call had come from 83 Cinnamon terrace. He had several patients in aristocratic Cinnamon terrace, but he did not recall the name of Potifer.

No. 83 was a long, low, homelike residence, and when he rang the bell it was immediately answered by a smart Japanese butler.

"I am Dr. Thornby," said the physician.

"Ah, excuse, sir; come this way,

please. It is Miss Potifer who is so ill."

The man led the way to an upper sitting room, where the doctor was greeted by Mrs. Potifer, a very stout, amiable looking woman, who confessed to being much worried over her daughter's condition.

"Florence has never had a day's illness in her life," said Mrs. Potifer, "and it doesn't seem possible that her nerves should give way all at once."

"Nerves!" groaned the doctor. "More nerves!"

Mrs. Potifer opened a white door and introduced Dr. Thornby to a lovely young woman, who was reclining on a couch in a charming pink and white boudoir.

There was a strong odor of cologne water in the room, and Miss Potifer's beautiful brown eyes gave evidence of recent tears.

"I never felt better in my life, doctor," wailed Florence Potifer, as the handsome young physician sat down beside her. "I never felt better in my life at the moment when he disappeared."

"My daughter has suffered a great sorrow," put in Mrs. Potifer feelingly.

"I am very sorry indeed," said the doctor, experiencing a vague jealousy of the man whose disappearance had caused such sorrow in one so young and lovely.

Florence Potifer sobbed softly into a lace-trimmed handkerchief and permitted the doctor to feel her pulse.

"He was worth five hundred dollars," remarked Mrs. Potifer.

"He couldn't have been much of a catch," thought Thornby as he puzzled his brows over Miss Potifer's lack of symptoms. "I've got a pretty fat bank account myself."

"It wasn't the money," murmured Florence, "but he was so dear, so sweet."

Dr. Thornby blushed.

"How did he disappear?" he asked gently.

"I am afraid somebody has stolen him. I took him for a walk day before yesterday, and all at once he left me. I've never seen him since."

Dr. Thornby left a soothing draft, recommended that the patient sleep with plenty of fresh air in her room and to en-

deavor to forget her grief for the night. He said that by morning she would feel much better and would be able to pursue the search for her missing friend.

"A friend indeed!" gushed Mrs. Potifer. "Florence loved Peepie Winks almost to death."

"Good heavens!" ejaculated the doctor as he drove away. "Imagine a lovely girl like that falling in love with a man named Peepie Winks!"

During the remainder of the day Dr. Thornby, the woman hater, could not forget the lovely, grief-stricken countenance of Florence Potifer.

In the evening while he snatched a few hours of leisure in his study he was still thinking of her. The little black Pomeranian was curled in his lap, for he had won himself a way right into the doctor's heart. And the doctor was shamelessly planning not to advertise the dog at all.

The little dog was licking his new master's hand, and the doctor was thinking of Miss Potifer and the mysterious disappearance of her friend.

Suddenly he laughed aloud as he remembered the ridiculous name.

"Peepie Winks!" he cried scoffingly.

To his amazement, the little dog jumped up and barked frantically. He ran to the door and whined and scratched.

"By jove, I believe he recognized that name," thought the physician. "I'll try him again."

"Peepie Winks!" he called sharply, and the dog came bounding back again, exhibiting every evidence of delight at the sound of the name.

"I'll be hanged if I don't believe this dog belongs to that Winks chap," muttered the doctor. "No harm in taking him around to the Potifers in the morning. Miss Potifer might tell me where to find his owner—but of course she couldn't do that—the fellow's lost himself. Imagine losing oneself from a perfect creature like Miss Potifer!"

All of which goes to show that all the doctor's pet aversions were tottering.

The next morning he drove up to Cinamon terrace with a queer fluttering in the region of his heart.

Under his arm was tucked the silky

form of the Pomeranian doggie. As he passed up the walk the dog wriggled to get free, but the doctor had grown too fond of the little fellow to part with him so easily, and so when he was finally shown into Miss Potifer's presence the dog was clutched to his bosom.

Miss Potifer was looking brighter, and she smiled charmingly to the physician, but when she heard a short, joyous bark from the little black dog, she arose from her sofa and flew with outstretched arms to meet him.

"Oh, my darling, darling Peepie Winks!" she cried as she took the dog in her arms.

"Did oo run away from oo missy? And did de bestest doctor find ums ittle Peepie Winks for he missy?"

Dr. Thornby felt no disgust when he heard these words of endearment fall from the red lips of Florence Potifer. Indeed, he looked very much as if he envied that fortunate canine.

"Now tell me where you found my darling," cried Miss Potifer, who had recovered with astonishing speed. Her cheeks were pink and her eyes were shining like twin stars.

In a few words Dr. Thornby related how he had discovered Peepie Winks nestled among the bearskins in his limousine and how he had fallen in love with the silky mite.

"And when you heard us tell about losing Peepie Winks I suppose you thought of my darling at once," said Florence.

The doctor blushed.

"To tell the truth, Miss Potifer, when your mother spoke about losing some friend called 'Peepie Winks' I really believed it to be the name of a man."

"A man?" Then the doctor discovered that Florence Potifer had the most joyous laugh he had ever listened to. Presently he joined her, and then Mrs. Potifer came in to hear the wonderful story of how Peepie Winks had been recovered by the doctor.

"I shall miss the little rascal," said the doctor as he took leave of his fully recovered patient.

"You must come and see him once in awhile," said Mrs. Potifer cordially.

A few days afterwards Dr. Thornby confessed to himself with some confusion

that he sorely missed the pleasant companionship of little Peepie Winks.

"I believe I'll go and see the little beggar," he said after he had completed his calls.

So once again he called at No. 83 Cinnamon terrace, and this time he was shown into the drawing room, where Miss Potifer was making tea for herself and feeding little cakes to greedy Peepie Winks.

That was only the beginning of many calls at Cinnamon terrace, for the acquaintance brought about by the disappearance of Peepie Winks ripened into a friendship, and the friendship warmed into love.

"I hear you are a woman hater and that you detest toy dogs," protested Florence demurely when the doctor confessed his love. "I am afraid to marry you. You might be unkind to my darling Peepie Winks — unless you've changed your mind."

Dr. Thornby took her hands in his and looked into her glad eyes.

"Perhaps I haven't changed my mind, dear; but, you see, there's only one girl in the whole world just like you, and that's you, and there's only one dog in the world like Peepie Winks. So I'll keep to my opinions—and keep you both in the bargain."

### Bianca

BY ETHEL HOLMES

Satan, while always sowing, reaps by periods. Every now and again the world is astonished at some new outbreak of evil—not the ordinary criminality that is always with us, confined largely to those who are born to crime, but a harvest of villainy among those who are supposed to stand for morality.

An epidemic of crime settled upon Italy during the middle ages which pertained more especially to the very highest classes. It became the custom to eliminate one's enemy or such as stood in one's way by poison. Scientists instead of devoting themselves to interpreting the secrets of nature with a view to preserving life used their talents to discover means of producing death. Persons in authority instead of trying to benefit those under their sway sought the means

of secretly putting out of the way those who opposed them.

The city of Florence, then in the province of Tuscany, has always been the home of art. A young man in Pisa, Giovanni Tolci, having shown marvelous artistic talents, removed to Florence to get the benefit of the masters and the works of art to be found in that city. So rapid was his progress and so great became his fame that he received a commission from the Pope to paint an altar piece.

During Giovanni Tolci's stay in Florence, while loitering one evening on the banks of the Arno, he saw a girl on one of the bridges looking down into the river. Going on to the bridge Giovanni stood near her and saw that she was looking at the mild Italian heavens reflected in the water. From her rapt appearance he surmised that she possessed that artistic temperament which was in himself. He was seized with a desire to know her and, inquiring who she was, secured an introduction.

Bianca Cellini was not an artist herself, but art was so natural to her that she was of inestimable benefit to Giovanni. She was able to warn him when he was entering upon false ground and to encourage him when he struck that which promised well. So keen was her artistic sense that he came to rely upon her entirely and would not trust his work until she had criticised it.

Bianca came to love the man in whose career she was interested. As for Giovanni, he was absorbed in his work. If he loved Bianca he was not aware of it, though there was a vague feeling within him that she was necessary to him as a companion as well as a critic.

When his altar piece was finished he left Florence with it, to take it to Rome. On parting with Bianca he said to her:

"Whatever success I have made in this picture I owe it to you. If it brings me fame you are entitled to share it with me. There is no way by which you can do that so well as becoming my wife. That you shall be whenever you choose."

"You owe me nothing, Giovanni," was the reply. "If I have guided you on right artistic paths it has been with the

greatest ease. I have had simply to see with my eyes and speak with my voice."

Giovanni, not considering that his cold offer was unlikely to draw any different reply, was much disappointed in it. It is possible that it revealed to him that his heart was in Bianca's possession. At any rate, he went to Rome wishing that she had accepted his offer.

His altar piece was accepted by the Pope and when set up in the church for which it had been created was much admired. The new artistic star that had arisen was much courted. At times when he was surrounded by flatterers Bianca was forgotten, but as soon as he was alone she resumed her accustomed place in his mind, and he remembered that it was largely due to her he was enjoying this triumph.

At this time the Borgias were prominent in Rome. Signora Beatrice Borgia, who had married in the celebrated Borgia family, hearing of the fame of the Florentine artist, expressed a desire to see him. She was a very ambitious woman, one who possessed great power over men and who achieved her ends by bringing them under her sway. It occurred to her to make a conquest of this shining light. Why she desired to do so is not clear; but, judging from her character, it is probable that it was simply the eclat the domination a famous man would give her.

Signora Borgia sent for Giovanni Tolci and commissioned him to paint her portrait. During the sittings she was dressed in the most becoming costume that could be devised. She was as beautiful as she was unscrupulous and strove to dominate the artist through his senses. While he was at work he kept her talking in order to bring out an animated expression. She contrived to turn the conversation upon what interested him, for she was desirous to learn if his heart was preoccupied.

It was not long before she got the story of Bianca. Giovanni, who was not yet conscious of the fact that Bianca possessed his whole heart, spoke only of what he owed her as a counselor, but the wily signora knew more about what he really felt than he did himself. Since he

dwelt continually on the little Florentine girl and would talk of no one else Signora Borgia was not long in inferring that he loved her.

All the art the temptress possessed, all the flattery, the appeals to the senses, seemed to elicit but little response from the artist. The last named appeal was the strongest, but its effect was only temporary. She prolonged the sittings by requiring him to do over certain features, but even with this advantage she knew before the picture was finished that the Florentine girl was keeping from her the man she wished to conquer.

When nothing more seemed to be done to the portrait Signor Borgia said to the artist:

"This girl to whom you owe so much should share the triumph you are sure to make in this portrait. I am going to send for her to come to Rome to visit me, that she may enjoy your success."

Giovanni, who had arranged with the Pope for a mural decoration that would take him at least a year to finish, eager to see again the girl who by this time he realized was necessary to him, gladly fell in with the plan. He sent a letter to Bianca with the one dispatched by the signora, assuring her of the change there was in him since he had left her and begging her to accept the invitation. Indeed, he wrote a genuine love letter.

Bianca, who was desirous to learn more of the woman whose portrait her lover was painting, wrote that she would come to Rome, but would feel bound to visit an aunt living there who had long ago given her a standing invitation. Signora Borgia insisted that when Bianca came she must sup at her palazzo with her and Giovanni.

Bianca went to Rome and a few days after her arrival went with Giovanni in the evening to the palazzo of Signora Beatrice to supper. If the artist had given away his feelings for Bianca in her absence he certainly confirmed the matter in her presence. His love was apparent as the sun in heaven.

There seems to be a sixth sense in women that enables them to discern antagonism from members of their own sex. Signora Borgia made a great ado

over Bianca, expressing herself as delighted with her and folding her in an embrace. Giovanni, however, noticed a tremor pass over his beloved, and when released from her hostess' arms she was deadly pale. But she soon recovered herself and seemed to be trying to show her appreciation of her reception. When her wraps had been laid aside supper was announced, and the three went into the room where it was laid.

For an hour they continued to partake of a sumptuous repast. The signora pressed her guests to partake of her wines, of which there was a great variety, saying: "Try this; it came from Sorrento and is considered very fine. Here is some from Frascati. Perhaps you will prefer it to the other. This Muscatel is delicious." In this way she endeavored to persuade her guests to drink. Bianca sipped the first glass handed her, and nothing could induce her to touch another. She also gave an appealing glance to her lover, which served its purpose, for when the signora placed a glass before him he simply wet his lips with the wine.

Toward the end of the meal the hostess reached for a dish of figs on the center of the table and handed one to each of her guests. Bianca noticed that when the signora handed her a fig she selected it carefully from the dish. Bianca took it and noticed a tiny mark on it so near the color of the fig as scarcely to be distinguished. She left the fruit on her plate without touching it.

"Do you not like figs?" asked the signora.

"I do not care especially for them," was the reply.

Giovanni had broken his fig open and handed it to his sweetheart, saying:

"Try mine, and I will eat yours."

Bianca clapped her hand on the fig on her plate, uttering at the same time a cry. The hostess looked at her as if in astonishment and said:

"Give it to me. I will eat it."

Bianca held it in her clenched hand. "No," she said; "I will take it home and eat it there."

The signora changed from leopardess to lion.

"Give it to me!" she cried imperiously.

Bianca clutched it all the tighter. The signora strove to take it from her. Bianca begged Giovanni to take and keep it. He did so, and the three stood surveying one another with blanched faces and flaming eyes.

The signora ran into another room. Bianca made for an exit, followed by her lover, and when their hostess returned to the supper-room with a stiletto they had vanished.

"What does it all mean?" asked Giovanni of Bianca.

"The fig is poisoned."

And so it proved on applying a test. Signora Borgia was too powerful to warrant an accusation. Giovanni and Bianca returned at once to Florence. He claimed that a swollen wrist would prevent his doing the mural work ordered by the Pope and refused to return to Rome.

Of course this refusal was not to be maintained if the Pope chose to enforce the order. The Holy Father would not have done so had not Signora Borgia circulated a report that the swollen wrist was a mere pretext to avoid returning to Rome. This report coming to the Pope's ears, he ordered Giovanni to return on pain of incurring the displeasure of the head of the church. In Rome he would be examined by a physician and if his wrist was in a condition to prevent his using a brush he would be excused.

When Giovanni received this new order he bethought himself how to evade it. Signora Borgia's attempt to poison his sweetheart would not be accepted as a reason for defying the head of the church. He purposely wrenched his wrist so that it would require months to heal. Then he went to Rome, was examined and excused.

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## Lost and Found

BY CLARISSA MACKIE

When Robert Dwight married Mildred Corson, every one said that they would be happy if Dwight did not go on the stage, for which he had a strong leaning. Mildred was very much in love with him, and it was feared that if he was separated from her, to be surrounded by actresses, not only would she be jealous, but he

might be tempted to leave her in the lurch.

They were married early in February, intending to go south to meet the summer coming north. A large number of friends saw them joined, pelted them with rice and old shoes, and they were driven to the dock from which they were to sail. On boarding the ship they found their stateroom a mass of flowers sent to them by their friends. In two or three days they found themselves in Jacksonville, Fla.

To Mildred Dwight, who had been a lonely little stenographer when Robert fell in love with and married her, this leisurely life of the well-to-do was a delightful experience.

Robert Dwight was far from poor, his business was a prosperous one, and there was no economizing during this wedding trip. And, best of all, there was waiting for them in New York a luxuriously furnished apartment which was to be home.

No wonder the Dwights were blissfully happy, and it is not surprising that on this winter morning Mildred looked from her hotel window into a summer land of tropical flowers and singing birds and decided that this was heaven indeed.

Robert had gone out to buy some cigars at a queer little tobacco shop at the end of a crooked street, and when he returned they were going for a long drive under the palms.

Mildred glanced at the clock. Robert had been gone over an hour, and the motorcar was waiting below.

Another hour ticked away and thirty minutes more.

After the manner of brides, Mildred became alarmed over the long absence of her loved one, and twisting a white chiffon veil over her little hat, she went out to look for him. She knew the way to the tobacco shop, and she soon reached the crooked street.

Her heart sank when she saw that down its length were an unusual number of people.

Had anything happened to Robert?

She moved through the crowd, not daring to ask for fear of the answer she might receive, and she had nearly reached

the end of the street and the shop when something happened — something that shattered her beautiful bubble of happiness and ended that most blissful of honeymoons.

Mildred saw Robert coming out of the tobacco shop. He paused in the doorway to light a cigarette. How handsome he looked in his well-fitting white flannels, with a white hat set back on his dark hair! He tossed the match away and glanced up the street.

His face brightened into radiance; his eyes glowed with excitement and lover's ardor.

Mildred thought he saw her, but he was looking at another woman, a woman who was running down the opposite pavement. Nay, she was only a slight young girl, exquisitely lovely and evidently in deep distress.

As she ran toward Robert he advanced to meet her with outstretched hands. The cigarette he had tossed aside performed a blazing parabola and fell at Mildred's feet. But she did not see it.

Her anguished eyes saw nothing save the glad look in Robert's face and the joy of the girl as she flew into his waiting arms.

"You!" cried Robert.

Mildred saw no more. She fled back along the crooked street with a wildly beating heart and an insane desire to laugh loud.

Did any woman ever have such an odd ending to a honeymoon?

An hour later she left the hotel with her trunks and handbag, and what excuse she made to the clerk I do not know, but there was no message for Robert Dwight when he came home at last to find her gone.

Six months later and it was summer time in New England. Mildred Dwight had resumed her maiden name of Mildred Corson and had obtained a responsible position in one of the large manufactories of a Connecticut city.

As Miss Corson she acceptably filled her position and won her way into the hearts of her fellow clerks. Not one of them knew of the tragedy which had blighted her honeymoon, nor did one of

them guess that Mildred had ever been a bride.

She found a pleasant boarding place and congenial friends. In the city were several good theaters and an occasional concert.

Still Mildred was very unhappy. She loved her husband, and, although the newspapers had told her that Robert was making a world-wide search for his vanished bride, she maintained silence toward those who had known her in the past.

There came a Saturday in August with its customary half holiday from work. Mildred had spent a quiet afternoon in her own room, and after the evening meal one of her new acquaintances, Cora Fields, came with an invitation to attend one of the open air moving picture theaters.

Mildred rather liked the silent drama, so, clad in dainty white gowns, the two girls entered the inclosure and found seats near the front.

Overhead the stars were shining, and outside the inclosure was the hum of city street traffic. The orchestra was unusually good, and Mildred found herself strangely stirred when the violins drifted into McDowell's beautiful "To a Wild Rose."

The orchestra had played the melody during their first meal in that Florida hotel, and it brought back painful memories of her brief spell of happiness.

Then the title of the play was flashed on the screen.

"Lost and Found."

With the first picture came a realizing sense of looking upon familiar scenes. Surely, surely this was the sunny south and the quaint streets those of Jacksonville.

And the girl!

Mildred almost arose from her seat and cried out with surprise as she recognized the lovely face of the heroine as that of the woman who had flown to Robert's arms. So Robert's sweetheart was an actress!

One scene after another flashed before her vision, melting into a whole, which brought her, trembling and incredulous, to the moment when she found herself

gazing down the crooked little street of the tobacco shop.

Then she saw her own slender figure and white veiled face looking toward the shop from which her husband, Robert, was emerging, lighting a cigarette. The entire scene was repeated, incident for incident. He tossed away the match, glanced up the street, became eager, alert, tenderly smiling, flung away his cigarette and advanced with outstretched arms to meet the heroine's graceful flying form.

Robert in the moving picture! Why, how had it happened?

All the way home she was asking herself the question, and through the darkness of her perplexity and doubt came one ray of light. During his college days Robert had been one of the college players and was considered a talented amateur actor.

"I am glad he married the girl," sighed Cora as they reached Mildred's door.

"Yes," said Mildred absently, "but he was married before that."

"Who was married before?" asked Cora, puzzled.

"Why, Robert, of course."

"But there was no Robert. His name was Arthur."

"I am stupid tonight," was Mildred's only explanation as she parted from her friend.

The next day Mildred obtained leave of absence and in her straightforward way went directly to New York and called at her husband's office.

She was trembling like a leaf when she was shown into Robert's private office.

He stared at her as one looks at the newly risen dead. His face was thin and worn and his brown hair sprinkled with gray.

"Robert!" she said meekly and then promptly fainted away. When she opened her eyes she was lying on the leather couch, and Robert was on his knees bending over her. His eyes were tender and anxious.

"Can you ever forgive me?" was her first cry.

"Yes, dearest," he said generously. "But tell me what happened to send you away from me that day? I have searched



land and sea for you, and I had given you up for dead when you appeared before me."

In a few broken sentences Mildred told her husband of her surprise and jealousy that day in Jacksonville and how when she was assured of his perfidy she had taken a train for the north and disappeared. Then the motion picture play on the screen had thrown a ray of light on the matter.

Robert's explanation made that ray a brilliant light of understanding which cleared up the mystery which had parted bride and groom for almost a year.

"You remember I told you I always acted in our college theatricals," he reminded her, "and many of my friends had urged me to enter the profession. But I did not seriously consider it and only now and then hankered to tread the stage.

"But that morning in Jacksonville I started down to the tobacco shop with only one thought in my mind—to get back to you. As I turned into the street I met my old friend of college days, Jack Budlong, president of our Players' club. He was glad to see me and tearing his hair insanely over the fact that his star performer had come down with the measles that very morning.

"Budlong fell upon me like a long lost brother and pleaded with me to take the part of the measles one. So I did, and when I reached the hotel, full of my experiences and with Miss Gray and Budlong accompanying me to meet the only woman in the world, why, my wife had vanished without a word. So you really believed that I was false to you?"

Mildred's punishment had been great, indeed, and she humbly acknowledged her lack of faith. "But how was I to know?" she asked pitifully.

Robert smiled wisely.

"In great love there is no faltering of faith," he gently reminded her as he drew her face to his shoulder. "As the man in the play lost and found his sweetheart, so I lost my wife and have found her"—

"With a greater love for you and unwavering faith," finished Mildred.

### Falling on One's Feet

To fall on one's feet is a figurative expression which means that a person is successful or lucky. Perhaps many of my readers know that if a cat is let fall from a reasonable height she will come down on her feet. I have tested the fact many times myself. You hold poor pussy by her hind and fore legs, a pair in each hand, and let her fall from a height of three or four feet, back downwards. I have never found her fail to come down on all fours. This was a standing puzzle to scientific men, and it has been only since the invention of motion pictures that the reason for it has been discovered. Muybridge, the pioneer of motion pictures, tried the experiment with a cat, and the series of pictures he got demonstrated clearly the manner in which the cat performed an action which would have been thought impossible if it had not been known that it was actually done. A Greek mathematician said that given a fulcrum he could move the world, and the converse is true that without a fulcrum—that is, something to push against—you cannot move anything. You are in the position of a man who, standing on the deck of a ship, pushes against the mast to move the ship along. He pushes the ship back with his feet as much as he pushes it forward with his hands, and the net result is nothing. Take another case slightly different, the case of a man in a boat. He takes a broad paddle and pushes it astern. The boat goes forward. He then pushes the paddle astern and the boat goes backward to where it was. It is in the position of the recruit after the drill sergeant has said "As you was before I said 'as you were.'" We know, however, that this does not usually happen to the boat, for the rower holds his paddle with its blade to the line of motion when he pushes astern and its edge to the line of motion when he pushes forward. A duck moves through the water in the same way. She closes her foot on the forward stroke and opens it wide on the backward stroke. A flying bird does the same with its wings, and the wings have to be so much bigger than the webbed feet of the duck because the air

is so much thinner than the water and offers so much less resistance. A rocket rises into the air because the gases which it emits downward push the rocket upwards against the air. Similarly a Catherine wheel revolves because the gases which it emits like the rocket push it around. The rocket moves in a straight line because it is not held. The Catherine wheel turns round because it is held by a pin and revolution is the only motion left to it. Now, the cat has neither wings nor webbed feet to turn herself around in the air. If she tries to turn her body around she will only make a twist in it. Suppose she turns her head to the right, her hindquarters will turn to the left, and the middle of her body will occupy the same position as before. The reader may try this experiment for himself by sitting on a revolving chair and trying to turn himself around, but he would not be able to imitate the cat in falling through the air, or rather he would be killed long before he had acquired sufficient dexterity. Before I explain how the cat manages it, let me give another illustration which will lead up to the explanation. Has the reader ever tried to swing himself on an ordinary hanging swing without touching the ground? It can be done, and the manner in which it is accomplished will enable us to understand what the cat does. If you merely swing your legs backward and forward, or jerk your body aimlessly, you will never swing yourself. Your body will move a little distance, an inch or two, backward and forward, nothing more. Now note these facts. A swing is a pendulum with a definite period of vibration dependent on its length—that is to say, the length, from the point of support to what is called the center of gravity of the bob, which in this case is the swinger's body. Note also that a heavy pendulum can be set swinging by giving it a series of little pushes rightly timed to the period of swing of the pendulum. In this way quite a heavy pendulum may be set swinging widely by puffs of the breath, an experiment which may easily be tried by anyone. Note, finally, that the center of gravity of the human body may be moved by altering the position of the

limbs. In sitting on the seat of the swing with the legs dangling down normally the center of gravity is somewhere between the middle of the abdomen and the chest. If now the legs are thrust out at right angles to the rest of the body, the center of gravity is moved forward by an amount dependent upon the size of your feet and the weight of your boots! As you are suspended freely by the rope of the swing, the whole of your body (the bob of the pendulum) moves backward so as to bring the new center of gravity immediately under the point of suspension, which is the position of rest for a pendulum. You have, therefore, by moving your legs as indicated, given the swing a small movement, and it is only necessary, by timing properly the movement of the feet, to set up quite a big swinging movement in this way.—BY F. J. NANCE, *S. A. Railways and Harbours Magazine*.

#### Labor Day Speech All Right

"I understand," he said to the rising young lawyer, "that you have been engaged to make a Labor Day speech for one of the labor organizations?"

"Correct, sir," was the reply.

"Is it the same speech I heard you get off last year?"

"That, sir, is rather an impudent query, but I will overlook the fact, and answer that it is. Have you any objections?"

"A few. Last year you went back to the Pyramids of Egypt in your speech."

"Yes, clear back."

"And you brought in Bunker Hill."

"I did, and was enthusiastically applauded."

"And you had Washington crossing the Delaware."

"I did, and 300 hats went into the air and 300 men cheered."

"But, sir," continued the other, "you were getting off a Fourth of July speech."

"Not at all, sir—not at all. We go back to the pyramids. They were built by slaves. You cannot enslave the American workman. He refuses to be enslaved. He refuses to work for nothing. See?"

"Um."

"And Bunker Hill. The Americans worked all night to throw up entrenchments and they worked for hours to repulse the British attacks. They were working for liberty. That is perfectly consistent."

"Um."

"And Washington crossed the Delaware or some other river. It was not in a gondola and on a summer's night. It was in the hardest kind of weather, and he crossed in a flatboat. When he got over he took off his coat and put in three hard hours licking the Hessians and capturing 1,000 of them. The laboring man was right there and helping to do it, and he was working for mighty small pay, and working hard. Anything else, sir?"

No, there was nothing else, and the critic went about his business, and the rising young lawyer turned to his old speech to refresh his memory. — *Augusta, Ga., Chronicle.*

#### Observations of the Office Boy

It's mighty easy for the boss to sit in an easy chair smokin' a ten-center an' give us kids advice about not watchin' th' clock.

I ain't worked long enough yet t' get a union card, but I've worked long enough t' notice that them employers that advise their hands to be free an' independent instead of slaves to labor agitators, ain't never built no homes for disabled workin' men yet.

If ever I get t' be a boss I'm goin' t' be just as ready to praise a good piece of work as I am to growl because a piece of work ain't done t' suit me.

Th' other day my boss got chummy wit' me an' give me a long song an' dance about "th' dignity o' labor." But I didn't notice any more mazuma in me envelope the next Saturday night.

Pa says he's gittin' tired o' hearin' people say they want t' do somethin' f'r th' workin' man when all th' workin' man wants is a chanst t' do somethin' f'r himself. An' pa is a workin' man himself.

A wise gazabo wunst said that th' offus should seek th' man, an' ever

since th' factories have been seekin' th' kids.

Ma says she knows more about how th' tariff works than any o' them expert tariff fixers can ever learn. Ma's got t' make pa's wages stretch further than th' tail o' Halley's comet, an' twice as thin.

I ain't got no perlitical ambish, but if I ever gits t' de city council do foist ordinance I'll pass will be done t' either make th' shops let us off an hour earlier or make de fashionable shoppers do their shoppin' an hour later.

I was de only make man on a car do other day, an' it was crowded t' de limit. I got up an' give a swell skoit me seat an' she didn't bat an eye in my direction. At de next crossin' an' ol' lady with a hand-me down dress boarded de car an' de swell skoit sat there an' let tn' ol' lady swing t' a strap. After dis I'll let de swell skoits stand an' hold me seat till some hard-workin' ol' woman or goil gits on—den me t' de rear platform.

I ain't a journeyman yet, but I've been workin' long enough t' see dat de blokes what's so anxious about givin' us kids a chanst t' learn a trade is a darned sight more anxious to git a chanst to make money off of kid labor. — *From the Wage Worker.*

#### What are Practical Measures?

BY CHARLOTTE PERKINS GILMAN

Most people, and especially most women, call things "practical" in proportion to their being large, visible and close at hand.

The killing of a wolf in the back yard we would call an eminently practical measure, but the killing of mosquitoes over a township we would not.

Planting radishes for this season's private consumption we think is practical, but not planting trees for your children's pleasure and profit.

To struggle continuously in well-meant efforts to improve the manners and morals of little Johnny at home is considered practical; to improve the schools, the moving pictures, and to see that the whole town grows cleaner and better is not.

We need to enlarge our sense of practicality. Any measures are literally "practical" which can be accomplished; we add to this the implied meaning of "and are advantageous."

For instance, we recognize the caterpillar of the gipsy moth as a danger to society, and there are many "practical measures" for destroying the pest. Of these, the most "practical" are those which remove the most caterpillars with the least effort and expense.

While some men destroyed nests and some sprayed trees, or belted them, others retired to their biological laboratories, sent far and wide for carnivorous insects and finally secured a caterpillar-destroying beetle, which is the most "practical" of checks yet found.

So with the "Curse of Drink," otherwise known as "the Demon Rum." Any one can see the curse. It is large, black, terrible. There is no disputing the figures (at least some of the figures) of the money loss to the country, of the accidents, the crimes, the disease and degeneracy caused by drink. Granted—fully and cordially granted. Very well—what shall we do about it?

"Something practical," said Carrie Nation, and illustrated with a hatchet.

"Something practical," says the Prohibitionist. "The way to stop the drink evil is to stop it—nothing could be easier. We will close the saloon!" And he sets out on the very long road of persuading the majority of voters to agree with him.

Meanwhile certain abstract students of economics, politics and sociology give their minds to a study of the saloon and of its evident popularity. They have found out many interesting facts hitherto overlooked by the more "practical."

Scientific knowledge of the nature of a thing, of how it grows, what supports it and what are its "natural enemies" will often lead to its extinction more quickly and surely than any amount of valiant effort with an ax.

It might be called "practical" to destroy those pestilential caterpillars by stepping on them, an arduous and unpleasant task. How much more effica-

cious to turn loose the predaceous beetle, whose preferred diet they are?

Research work is sometimes more practical than heroism, perseverance and perspiration. —N. Y. *Sunday Call*.

### Life's Combat

It's fun to fight when you know you are right  
And your heart is in it, too.  
Though the fray be long and the foe be strong  
And the comrades you have are few.  
Though the battle heat bring but defeat,  
And weariness makes you reel,  
There's a joy in life that can know such strife  
And the glory and thrill you feel.

When the wise ones pant that you simply can't,  
It's fun for a fighting man  
To laugh and try with a daring eye  
And prove to the world that he can.  
And if you stick till your heart is sick,  
And lose when the game is done,  
It's fun to know that the weary foe  
Paid dearly for what they won.

It's fun to dare in the face of despair  
When the last lone chance seems gone,  
And to see hope rise in the angry skies  
Like promise of rosy dawn;  
For victory's sweet when it crowns defeat,  
And you learn this much is true—  
It's fun to fight when you know you're right,  
And your heart is in it, too!

—Berton Braley.

### Who Believes It?

The publicity committee of the Western Railway Association asserts that "increased pay to railroad men must come out of the pockets of the producers of crops, the only class which cannot pass it on to some other class." This argument may do for consumption in the rural districts, but really it is a serious mistake to suggest its employment in the cities, because the railroads are urging that it is the *consumer* who must pay the bill. Does this inconsistency indicate a disposition on the part of the railways to make the farmer and consumer both come through, in the event of their failure to win out in their contest with the trainmen?

### Your Job

I like that word "job." It is so much more virile than "position." It indicates activity, work, red-blooded endeavor.

What about your job? What are you doing with it? What are you making of it?

A little job in the hands of a little man will always remain little, and the man will, too. A little job in the hands of a big man—big with interest, enthusiasm, determination, will either grow to be a big job or the man will grow beyond it and get a big job.

Of course, if we have a little job and lack ambition we will just naturally fold up snugly in our little job and stay there out of sight, and when the boss comes along looking for a man for a bigger job he won't see us.

On the other hand, if we tackle our job as though it were big, we will stick out all around it, and when the boss is looking for some one to go higher he will just have to see us.—*N. Y. C. Bulletin.*

#### English Trains to Run in Air Raids

The English Press Bureau recently issued the following: "As a result of recent experience and special experiments the Field Marshal Commanding-in-Chief the Home Forces has issued to the Railway Executive Committee special instructions with regard to the working of the lights which are to be maintained on railways as well as to the further reduction of those lights, and action to be taken by railway companies on the occasion of raids by hostile aircraft. These instructions provide for the reduction of railway lights other than signal lights in districts threatened by hostile aircraft to the minimum necessary for the continuance of traffic which in the natural interest it is important to maintain under all difficulties. Subject to the above necessity railway establishments and trains actually running will be rendered as inconspicuous as possible." This notice means that trains will no longer be held up when enemy airships are about. The trains will run at such a reduced rate of speed that the firebox door of the locomotives need only be opened for a short time at long intervals. The congestion that the cessation of traffic caused will be greatly reduced. It also shows that signal lights are not the guide that many people think.—*Railway Gazette.*

#### Long Hours Cause Death

Roy Washburn, 36, engineer on the Baltimore & Ohio, died at Lorain, O., June 1, having ended his life with a revolver.

Washburn's family believe he became mentally unbalanced because of overwork.

During the past month his regular time and overtime made 45 working days at the throttle.

Railroad officials would call this man an "aristocrat of the labor world" and cite the fact that he received good pay, but they would neglect to mention the long hours he worked to enable him to earn a fair wage.

Train crews are now compelled to work from 12 to 20 hours continuously and they are asking that their workday be made shorter and their working conditions be bettered.

They receive a less wage per hour than most any other trade.

#### Locomotive Boiler Inspection Law

The locomotive boiler inspection law has been in operation during a four-year period. Remarkable results have been accomplished during that brief time.

In 1912 there were 856 accidents due to failure of locomotive boilers and their appurtenances, which resulted in 91 killed and 1,005 injured. In the fiscal year ended June 30, 1915, there were 424 accidents, resulting in 13 killed and 467 injured. This is a decrease in the number of accidents of 50.5 per cent, in the number of killed 85.7 per cent, and in the number injured 53.5 per cent. The decreases have been steady and represent real improvements in conditions.

The law authorizes the district inspector to order a defective locomotive out of service until repairs are made. During the four-year period 13,445 locomotives which were being operated in a defective condition and in violations of the law and rules were ordered out of service. The results accomplished fully justified the action taken.

The following tables give the statistics in more detail:

*Locomotives inspected, number found defective, and number ordered out of service.*

	1915	1914	1913	1912
Number of locomotives inspected.....	73,443	92,716	90,346	74,234
Number found defective.....	32,666	49,137	54,522	48,768
Percentage found defective.....	44.4	52.9	60.3	65.7
Number ordered out of service.....	2,027	3,365	4,676	3,377

*Number of accidents, number killed, and number injured, with percentage of decrease.*

	1915	1914	1913	1912
Number of accidents.....	424	555	820	856
Decrease from previous year..... per cent	23.6	32.3	4.2	.....
Decrease from 1912.....	50.5	.....	.....	.....
Number killed.....	13	23	36	91
Decrease from previous year..... per cent	43.5	36.1	60.4	.....
Decrease from 1912.....	85.7	.....	.....	.....
Number injured.....	467	614	911	1,005
Decrease from previous year..... per cent	24	32.6	9.3	.....
Decrease from 1912.....	53.5	.....	.....	.....

The following table shows the total number of persons killed and injured by failure of locomotive boilers or their ap-

purtenances during the past four years, classified in accordance with their occupations:

	Year ended June 30—							
	1915		1914		1913		1912	
	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured
<b>Members of train crews:</b>								
Engineers.....	5	150	8	187	12	268	22	310
Firemen.....	7	207	8	290	12	478	19	491
Brakemen.....	.....	40	.....	46	6	79	8	79
Conductors.....	1	4	1	6	2	7	4	16
Switchmen.....	.....	4	.....	1	.....	2	.....	7
<b>Roundhouse and shop employees:</b>								
Boiler makers.....	.....	5	1	18	.....	10	2	3
Machinists.....	.....	10	2	5	.....	11	7	11
Foremen.....	.....	2	1	6	.....	4	1	4
Inspectors.....	.....	3	.....	3	.....	3	1	2
Watchmen.....	.....	1	1	7	.....	8	3	6
Boiler washers.....	.....	9	.....	8	.....	4	1	4
Hostlers.....	.....	6	9	9	1	6	.....	5
Other roundhouse and shop employees	.....	2	1	17	1	24	14	62
Other employees.....	.....	2	.....	10	.....	4	3	3
Nonemployees.....	.....	1	.....	1	2	3	6	2
<b>Total.....</b>	<b>13</b>	<b>467</b>	<b>23</b>	<b>614</b>	<b>36</b>	<b>911</b>	<b>91</b>	<b>1,005</b>

The improved conditions shown by these figures, with the increased safety to both the traveling public and the employees on the railroads which they indicate, can be attributed to the manner in which the laws have been administered. The figures represent the saving of human life and limb. They show that under these laws the railways have made changes in operating methods and in equipment that have bettered the conditions and lessened the hazards under which the men are compelled to work.

These results have been achieved, so far as we know, without any serious friction with the officials of the various railroads and without imposing any undue hardships upon the companies, and are, in a very large measure, due to the high grade of men who have been appointed to the positions and to their tact and in-

telligence and their integrity and interest in the welfare of the persons whom Congress intended to protect in enacting the laws.

[The foregoing figures furnished by our A. G. C. and legal representative at Washington, Bro. H. E. Wills, are strong evidence of the value of organization, efficiently represented, and tend to encourage hope of still farther progress in promoting safety of locomotive operation by deepening and widening the lines of inspection.

The field is a comparatively new one. It has thus far been productive of a great amount of good and let us hope that the work so vigorously pushed during the past four years will be continued, and the number of inspectors increased to correspond with the rapidly growing demand for them. — EDITOR.]

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### All the Troubles Are Not Ours

In fairness to all concerned it would seem to be perfectly proper, in the light of many recent railway troubles in train operation, that the officers come from behind the great protecting wall of multitudinous rules and regulations and railroad on the level with the men who man the trains. In many quarters of the land it is hell if you do from one quarter, and the same if you don't from another. The engineer, more than any other member, is naturally exposed to this crossfire of authority, especially so where he is under the direction of two departments, and artful dodger though he has become as a result of this system, he often gets the worst of it in the final show-down when things go wrong.

The average operating official might candidly say in many instances, when confronted with the charge of unfairness of hiding behind this impenetrable wall of rules, that he is doing the best he can under the circumstances, that his tenure of office is usually less secure than that of the engineer, or any other employee in train work. He stands practically alone on whatever foundations he may have as an individual often with no backing, no support of organization to sustain him in his position. For this reason he must put forth every effort to shield himself from blame for conditions that he cannot prevent, or correct. Look around and back over the years you have been in the service and note how many of the of-

ficers under whom you have worked have been dropped out, chiefly because they were lacking in that protection that goes with organization. Consider then where you might be today without that support and you may be brought to believe that the average operating official who appears at first glance to be responsible for much of our troubles is merely trying to get by so as to please his superiors and hold his job, often doing that which is contrary to his better judgment to make his point.

His position is not by any means an enviable one, and much ill feeling, with no little friction, is sometimes caused between the men and their immediate superiors where this situation is not appreciated. Like the engineman trying to make a good run with a decrepit old engine, with no voice in the matter of preventing or correcting her condition, there are many managers trying to handle large volumes of business with decidedly scant facilities. As a wag said of a certain road, noted for its slipshodness, "They are trying to do a champagne business on a lager beer system."

The officer may keep a good front, may even defend in a manner the lame policy of the company he represents, while down in his heart no doubt his sympathies are with the men under him, whom he knows are faithfully contending with adverse conditions to meet the requirements imposed.

It is of course up to us to get fair play, and the higher up we go the better and the more general will be the results gained. Lessons of the past have taught us that, and no doubt we have often gained concessions through our representatives that met with the silent approval of those directing our work. It is no idle assumption that in the final adjustment of the points at issue today between us and the railroads that victory for the men will be regarded by the operating officials of our railroads, no less than by other railway employees and the public generally, as a long stride in the direction of fair play for the train employees, also better and safer transportation for the public.

Yours fraternally,  
M. A. HUDSON.

### A Comparison

A recent issue of the *Monthly Review* publishes a report of the committee appointed to investigate conditions of workers in munition plants in England.

These factories have working shifts of different durations from one of 14 hours down to one of 8 hours. The committee in its report condemns night work under any and all conditions as injurious to the health of the employee, at the same time recommending the shorter working shift of 8 hours on the ground that the worker does more efficient service during the shorter period as a result of his better mental and physical condition, as compared to that when compelled to work the longer shifts.

The committee also reported that the quality as well as the volume of work performed was favorable to the shorter work period.

If this is true, and no one can doubt its truth, there is no reason why the same does not apply to railroad men. The only difference is that the conditions under which the latter work are incomparably worse than those the shop man has to contend with; also the hours are often longer than the longest shift the committee has reported, and the night work must be borne, however injurious it may be to health.

The only difference between the two cases, aside from the more severe conditions surrounding the railroad man, is that the shop man or munition factory employee is not able to do as much or as good work as a result of being fagged out from the long shifts, while the same effect on the railroad man may mean not only work indifferently done, but done in a way to jeopardize himself and the safety and the property of others, often to an alarming extent.

Fraternally yours,  
WM. HAMILTON.

### Space or Time Interval Between Trains

The question of whether a space interval or a time interval is provided for between trains running in the same direction, on same track, is the safer, is fre-

quently discussed by railroad men, among whom there is a difference of opinion as to which is the better plan. These opinions coming from men in actual train work usually vary according to which end of the train they are employed on.

The trainmen, as a rule, prefer the space interval, which involves the use of some system of signal, either hand operated or automatic, for this relieves the trainmen of much of the work of protecting by flag.

The time interval arranged for by train order does not provide for any particular distance, as it may vary with the train speed. For instance, two trains making 60 miles an hour, running ten minutes apart by the order, would be ten miles apart. If running 30 miles an hour they would be five miles apart. If running 15 miles an hour there would be a space of  $2\frac{1}{2}$  miles between them.

If these trains are controlled by block system with signals one mile distant from each other it would be possible—if the preceding train stopped just after passing a signal—that the trains would be just a trifle more than one mile apart, which, reduced to minutes—considering the speed limit at 25 miles an hour for passenger train after passing green signal—is a trifle over  $2\frac{1}{4}$  minutes. This is certainly not time enough for the flagman of the first train to render any assistance toward stopping the following train, and unless the following section would come to the red block just beyond which the first section had stopped under full control, and ready to stop before passing it, something might happen that the block system was intended to prevent. Trains running along in sections in fog do not come to, or prepare to stop at every block, expecting it to be red, for if the blocks behind were green, the engineer naturally figures that being restricted in the speed of his train to 25 miles an hour, the next block will be expected to be green, and will most likely be white, so he governs himself accordingly, and holds his train speed up to the allowance until making the block, which he cannot see for more than a few car lengths perhaps, but finds to be red, and very likely runs by it. In the case of



freight trains running 12 miles an hour between the caution and stop signal there would be a five minute interval separating them, enough to make some show of protection by flag, but in the case of the higher speed train, the time space is too short for even the least pretense at flagging, and right here is where the danger lies.

Spacing trains by order is not by any means a perfect plan, for while the time space provided may seem wide enough in the matter of minutes, the difference in the speed of both sections may vary so as to make the distance between trains extremely narrow, or leave none whatever, if both sections are making up time. For instance, say the leading section of a passenger train is running in a dense fog 40 miles an hour, the second one 60 miles an hour. Where there is no system of blocking other than that by operators, and the "open" telegraph offices are, as is often the case at night, 20 miles apart, it can be seen that these trains can actually get together, even though they be running on time orders that are calculated to space them 10 minutes apart. If first section passes A at 1 a. m. and second section 10 minutes later, they will both reach B, 20 miles away, at precisely the same time. The first section running 40 miles an hour, the second one 60 miles an hour.

It may be said that the flagman should look out for that by dropping off fuses to protect the rear of his train when not making good time, but he is making pretty good time, perhaps more than the running time of the schedule, also he may have no knowledge of the orders under which his train is running, for which reasons he is not likely to feel any alarm, but the train following is making an unusually fast run and it is the unusual thing that should be provided against, but usually is not.

There is no system of train protection that is absolutely perfect. That is, there is none that will fit into the present system of train movement where time is the prime essential without failing now and then. They seem to be adequate to cope with ordinary situations successfully, but when the extraordinary situation arises,

when conditions ever with us in some form present themselves in a certain combination, they seem to effectively break down every barrier of protection provided for the movement of railroad trains.

It would seem to the average person that the block system, as a supplementary measure of protection to that afforded by flagman, should add greatly to the safety of trains, but we find many situations where they fail to work together effectively.

There is reason to believe that the block system is not intended to be supplementary to that of protection by flag, but that its adoption was prompted chiefly by a desire to facilitate rather than promote safety in train movement.

Fraternally, D. HINTON.

### The Railroad Game

The railroad game as it is played today, where Safety First and Quick Dispatch are continually in conflict, with the former often the under dog, calls for the exercise of a certain degree of adroitness in evading responsibility, that some men in high places have termed the "true art of railroading." This art no doubt attains its highest development among those who play the biggest cards, for the greater the stakes the more need of skill in the players, but even where the stakes are trifling we find some very artful dodgers. At times this is excusable as a measure of self defense against that which is beyond control, but successful evasion of blame tends to encourage loss of respect for the right on the part of wrong doers. "Safety First and Quick Dispatch" make a beautiful team to look at. They are well mated when sound in wind and limb, and are paraded before the public gaze as a symbol of modern railroading, but they are differently gaited, and do not work well in the same harness as at present constructed.

A change is due. It may not come as the result of lessons of experience for the railroads have the conservative(?) habit of letting things they call "well enough" alone until the law steps in, as it has so often done before, and lays

down rules for the safer movement of trains.

Any outlay of capital, however urgent the demand from a moral standpoint, or promise in the way of future economy does not appeal forcibly to the average stockholder as being a good thing. His interest is usually wholly in the present, in some really tangible results in the shape of dividends, and it is a wise operating manager who follows out a policy that will not upset these calculations by recommending financial outlays that may not show positive as well as early results. The wrecks that have been prevented do not show up on the credit side of the ledger, however clearly they may be recorded in the minds of operating managers, and right there is the hitch that has had much to do in the past with consistent railroad development. As one railroad man remarked, when his attention was called to the great saving that might result from the adoption of safety measures on his road, "We are not dealing in possibilities, but in facts. We are in the business of selling transportation and we aim to deliver the goods as advertised. Of course we will have a wreck now and then, but we must expect that, for you can't make a cake without breaking an egg." Fraternally yours,

H. H.

### Evolution

It was thought that the emancipation of the engineer came when he became weaned from the mechanical department of the railroad. There is no doubt but the change relieved him of many petty annoyances and often saved his job, for the master mechanic in the old days, when it was thought any man could run an engine that could file a brass, made engineers with very little preparation, that were good enough for him, however they suited the train department. But that system proved to be out of harmony with the progress of later days, so the engineer became weaned from the engine department. While this change relieved him of many annoyances from the responsibility for hot pins, cold fire-boxes, stuck wedges and the numerous other

things that went wrong on the road, his burden became no lighter. His mental worries due to the constant nagging and scolding of those in charge of the power, that was severely taxed in the demands for service, and just as severely skimmed in the matter of financial allowance for upkeep, were at an end, but the increase in size of power, train tonnage and speed soon called for all there was in him. Within a few years he saw the size of engines grow from the standard eight-wheeler of 35 tons to monsters that required another engine to feed the fuel to them and the trains that we used to call a mile long in the old days, with the same disregard for veracity as the fellow who describes the fish that got away, became a real fact. With all this growth about him, the engineer had to measure up to the situation. The knocks that were annoying enough on the engines of other days became nerve racking pounds in the latter day monsters. The levers that formerly needed but a hand to move call for all his strength now. The cabs that afforded ample room for convenience and comfort became so filled with the gages and pipes and levers of modern appliances, not to mention its appearance of absolute neglect as to cleanliness, that his work became not only harder but less agreeable, and when to all this was added the insistent demand for all that was in the power in the matter of train speed it must be conceded that the engineer of today has a man's job.

Formerly the engines lasted longer than now. The same may be said of the engineers, and that, in spite of the modern safeguards surrounding train movement. No one will question the greater safety these appliances insure, yet statistics show the average life of the engineer to be a trifle under 12 years. He is less exposed to danger from accident than in the old days of the hand brake, the stub switch, primitive train order systems and booze, but he wears out faster under the present exacting conditions of service. There is a limit to the physical and mental endurance of the man just as there is a limit to the resisting power of a crank-pin or any other part of the machine. In the latter case it is deemed wise to guard

against failure by providing a liberal margin of strength; but in the case of the engineer who is really the brains of the machine, there seems to be a disposition on the part of the railroads to tax him in the matter of service, either by long hours, excessive tonnage or high speed right up to the breaking point, or much nearer to it than would be considered safe to run any other part of the machine of which he is a part, with the result that he wears out faster, breaks down sooner; and anyone who will take the pains to look it up will find that down along the road of life between the sixty and seventy mile posts there are comparatively few of our craft today struggling along under their burden, hoping against hope to reach the coveted goal of retirement.

Fraternally yours,

J. D. HINES.

#### Mr. Gompers Protests

WASHINGTON, D. C., June 22, 1916.

*Mr. Warren S. Stone, President, Brotherhood of Locomotive Engineers, B. of L. E. Building, Cleveland, O.*

DEAR SIR AND BROTHER: My attention has recently been called to a newspaper story that was published in many small papers. The story was sent out under Chicago date line and was to the effect that I, as President of the American Federation of Labor, had declared that the A. F. of L. would refuse to support the railroad brotherhoods in your contentions for the eight-hour day.

It is completely beyond my comprehension and imagination upon what such a story was based. At the time your demands were formally presented, I heartily endorsed your efforts, and you will remember my statement was generally quoted in the New York papers. In addition, I published in the March, 1916, *American Federationist* an editorial entitled, "Forward March for Eight Hours." I am sending you a copy of that magazine.

In the hearing which was accorded me on the joint resolution introduced in the House of Representatives by Congressman London for the investigation of compulsory social insurance, I took issue with Mr. London, asserting that there were

no limitations that could be placed upon the demands for higher wages by the workers. Without quoting the exact words, I asserted that railroad workers were equally justified in demanding higher wages as workers who received only \$1.50 a day.

With somewhat more amplifications, I took the same position in discussing this issue before the class in economics, of Prof. Robert Hoxie, of the University of Chicago.

It may not be amiss to also tell you that I challenged the position taken by the editor of Mr. Hearst's New York papers upon this demand for eight hours. The editorials published in those papers attempted to create the impression that the railroad men's demand for eight hours was in reality a demand for higher wages under guise of overtime. Because of the great influence exercised by the Hearst papers, I wrote several letters to the editor, urging upon him the fallacy of his concept, and presenting the railroad men's position upon their demand for eight hours.

I trust that if these mischievous reports have created any misconception among the membership of your brotherhoods that this statement of my position and attitude in regard to the matter may be made known.

The labor movement of America can be most effective when there exists unity of purpose and action. I am sure that my course during the years I have given to the service of American workers is in itself a proof of the value that I place upon the good will and co-operation of the bona fide labor organizations of the country, and it has been my desire that the time shall come when all shall be united in one great American movement for the common uplift and betterment of all humanity.

You may count upon my personal assistance as well as the hearty support and co-operation of the American Federation of Labor in urging the demand of your organization for an eight-hour day.

With best wishes, I am,

Fraternally yours,

SAM'L GOMPERS,

President American Federation of Labor.

## Eight-Hour Conference in New York City

CLEVELAND, O., July 2, 1916.

In an effort to make their position clear to the public, the Transportation Brotherhoods have issued the following statement relative to the conference between the Employees' Committee and the Railway Managers, recently held in New York City.

The Employees' Committee met the Railway Managers' Committee and presented their demands for an eight-hour workday with a penalty for overtime, of time and a half pay.

The Managers' Committee refused to grant these demands and did not submit any definite counter-proposition to the employees.

The managers did discuss what they termed a "tentative proposal," which did not take into consideration the plain fact that freight train crews are piece-workers and they are paid to perform a certain definite service of moving a train from one end of a division to the other, and when they have performed this piece-work they have done what they were paid to do regardless of whether it was done in less than eight hours.

What the men want is a chance to perform this piece-work in all cases in eight hours or less.

Having no penalty for the use of overtime, the railroad companies now use the men continuously from 12 to 20 hours.

The Interstate Commerce Commission has no authority under the law to regulate wages of employees any more than it has to regulate the price of steel rails and other supplies purchased by the railroad companies. Therefore, any investigation made by the Interstate Commerce Commission into the subject of wages would come to naught, for the reason that the Commission has no power to settle the matter.

Under the Newlands Arbitration law it is distinctly provided that arbitration can be set in operation "when a strike is threatened."

No man has a right to say that a "strike is threatened" until the result of the strike vote, now being taken, is ascertained. The will of the employees must

be known before a strike can be threatened.

If the Interstate Commerce Commission would assume the responsibility of agreeing that the demands of the men should be met, it would clearly be up to the Commission to provide the means for meeting any increased cost of operation.

The railways, of course, would like to put the Interstate Commerce Commission under this obligation to grant increased freight rates.

If it is right and proper for the freight train employees to go into an arbitration as to whether they shall be worked excessive hours and as to what they shall sell their labor for, then it would only be consistent for the railway car and engine builders and railway supply dealers to agree to arbitrate with the railroads as to the price the railroads should pay for these things.

The principal objection, however, of the employees to arbitration would be on the ground of the inability to secure impartial arbitrators who were sufficiently acquainted with the technicalities of a problem of this kind.

In a previous arbitration between the employees and the companies, the man who was acting as neutral arbitrator was a corporation lawyer representing large vested interests, owners of railroad securities, and who had appeared in numerous cases as attorney of record for the Standard Oil Company.

## What is a "Brother"?

BOSTON, MASS., July 1, 1916.

EDITOR JOURNAL: I have always supposed that a Brother was one that you could count on for help in time of need. Now if we consider the truth and exhortation of the wise man Solomon, we will not wonder why there is so much confusion among Brother engineers.

First. Now, my Brother engineers, have you not more than once gone behind the back of another Brother engineer and said hard and harsh things about him, even things that you could not prove?

Second. Haven't you felt envious when your Brother engineer got promoted to some superior job over you; wishing that you had gotten it instead of him?

Third. Haven't you tried to get on the right side of the engine dispatcher or foreman or even call boy for the purpose of beating your Brother engineer out of a job that belonged to him, and still you call him Brother engineer?

Fourth. Has not your Brother engineer been called on some occasion to run an engine, and we'll suppose the engine had only one injector and a poor headlight? He refuses to run the engine, and rightly so, because she does not comply with State laws; but you happen to be in the engine house at the time in question, and the foreman says to you, What do you say? —telling you the circumstances. You not being in harmony with your Brother, say to the foreman, Sure, I'll run that engine, and off you go with an engine that not only your Brother condemns, but also the State condemns, and still you call him Brother engineer.

Be fair to your Brother and the company also, then you will have served both honestly and have done justice to yourself as well. Fraternally yours,

GEO. MCKEE, Div. 61.

### Write Him Up

It no doubt often happens that old B. of L. E. men who have had very interesting careers pass out of active railroad life without any notice of the event.

This is largely because there is no one who will take the trouble to "write the veteran up." When one of the old-timers is retired, look him up, get from him all the interesting facts you can, beginning with his first job of railroading until the finish of his last one, and fill in with any complimentary remarks you can.

It is somewhat of an honor to battle against the prevailing odds on the railroad and reach the age limit mile post in the journey of life. To have lived and toiled under the conditions of early railroading and to have helped to elevate our craft by fearless effort and often by personal sacrifice, as many of those who are now passing out of active railroad life have done, is an honor and a credit that should not go unnoticed when the time comes for the veteran to retire from active railroad life.

And while you are praising John, don't forget that there is often someone else who has railroaded side by side with him all these years, whose help and comfort and counsel had much to do with his success, and mention that fact when you write up the record of the old veteran.

Don't leave it for the veteran to write his own history, for in doing so he often omits much that is to his everlasting credit, but which he is too modest to relate.

When the reader meets with a record of some old-timer for whom he fired in days gone by, or who initiated him into the Division, or to whom he had been bound by some tie of obligation or friendship in early days, the face, and the name and the road and much of the matter contained in the biography often awakens a train of memories in the mind of the reader that are indeed a rare pleasure.

EDITOR.

### Initiation by Div. 464

EDITOR JOURNAL: The regular meeting of D. M. Watt Div. 464 was held at Monongahela City June 4, with a flattering attendance.

A class of 12 were initiated into the Order. We had the pleasure of having with us on this occasion a representation from the Grand Lodge, Brother Harry Dougherty, Chief Clerk to our Grand Chief, who gave us a most enlightening talk along various lines of our work, touching on the importance of our promptness in matters pertaining to our Order, thus lessening the work of the office force. If each and every one would adhere to his helpful advice, we would all be greatly benefited thereby.

He also discussed the eight-hour day question, giving it careful thought and consideration, bringing to our minds a clearer conception of the object for which we aim.

Next came Brother A. C. Blaney, Organizer, who has been working in our vicinity for some time. He gave us a very instructive talk on our pension and insurance.

Brother John Moyer, vice chairman of the G. C. of A. of the lines East, also our

local chairman, told us in his usual entertaining manner of the growth of the Order from the time the charter was granted to our present day.

All the speakers were given the closest attention, showing the appreciation for the interest taken in our behalf. At the close of this most interesting meeting, the social hour followed. Brother T. C. Buchanan, chairman of social committee, had caterer Brown serve us a buffet lunch, which was heartily enjoyed by all. After a five-hour session, which came to a close too soon, we adjourned, vowing to hustle to secure another class of candidates.

Yours fraternally,

C. E. DIV. 464.

### Eight-Hour Movement

DANVILLE, ILL., July 7, 1916.

EDITOR JOURNAL: Having just returned from a trip through Indiana I thought a few lines in regard to the eight-hour movement in that State would be appreciated. The Brothers, wherever I went, were all enthusiastic over it, and said that now is the opportune time for what they want and have waited for. Of course there are a few, but not many, who do not take the same view of the situation, but a little talk and persuasion brought them to a realization of the benefits they had not thought of. I find the newspapers very antagonistic about the eight-hour day, also men in business—merchants who very willingly take the hard-earned dollars of the Brothers for their commodities—but when some of the Brothers wished to put a poster or two in their place of business so that everybody could see their side of the case, they would not allow it, and even went so far as to tell the Brothers that they were getting all that was necessary, and they could not see why they wanted any more than what they were getting. The consequence was, that as a goodly portion of their trade came from the Brothers, the latter notified them they were done. Some, however, said yes, put all the reading matter you wish in the building, I am for you. But that is the way with a great many: take all you can, but when it comes to helping one to stand up for

what is right, that is a horse of another color. Some of these merchants never get to see the men, as their wives or families do the buying, and if I were in business I would like to see the head of the family once in awhile and give him a good hand-shake and wish him well. It makes both the Brother and the merchant feel better, and they also know that there is a friendly feeling existing between them. The old adage of "Do unto others as you wish to be done by" is very applicable here. Do not think you are the only one; there are others who would like to enjoy the same privileges as you. We are human, same as everybody, and a few hours of leisure at home brightens up the corners and makes everybody feel happy, so that when you are called out you feel more like doing your work.

I will close by wishing the B. of L. E. success in all its undertakings, and if all the members of the Brotherhood stand shoulder to shoulder with the Grand Officers much can be done. Long live the Order, and may she always stand first in everything. Our Division was represented on the 4th of July along with the others; every man carried a flag, and all along the line of march was cheering and much enthusiasm. Yours fraternally,

CHAS. PATTERSON.

### High-Powered Headlights

The opposition of the railroads east of Chicago and north of the Ohio River to high-powered headlights has been ineffective, for the Interstate Commerce Commission, in a recent order, published on page 656 in July JOURNAL, have ordered their application to all locomotives used in road service.

Why the railroads should oppose a measure which relates so closely to the question of safety can best be answered by recalling the fact that they have taken the same position heretofore with regard to the automatic couplers, the automatic block signal, the air brake and other innovations that have since proved their worth in an economic way as well as being a factor of safety in railway transportation.

The argument that the extreme brilliancy of the lights blinds employees so as to prevent the accurate reading of signals was proven to have no foundation, for in a test conducted on the Chicago & Northwestern Railway, it was proven under most severe conditions that they did not affect the sight of employees running against them on double track, or under any other conditions, so as to interfere with their correct reading of signals of any kind.

There was some excuse for hesitancy on the part of the railroads to adopt the air brake in its earlier undeveloped stages, for the expense involved was great and the returns problematic, particularly as to freight service, but there were no such grounds for objection to the adoption of the improved headlight, as every practical man of much experience in train work can recall many instances where the want of a strong headlight has proven costly to the railroads.

T. P. W.

#### Bro. E. A. Vaughn

EDITOR JOURNAL: I was promoted to engineer in the fall of 1865 on the D., L. & W. Railroad, and was dismissed from service for refusing to take an engine



Bro. E. A. Vaughn

in the strike of 1866 on the same road.

I was out of service for two years, then I fired for the L. V. Railroad, and was promoted to engineer on June 1, 1871, and remained in passenger service on the L. V. until the strike on November 18, 1893.

I became a member of the B. of L. E. in the year 1872. I was Chief of Div. 380 at the time of the strike in 1893, and held the position of Chief Engineer two years, being successful in holding the Division intact, for which reason I was blacklisted. Since that time I have not been in the railway service.

E. A. VAUGHN, Sayre, Pa.

#### Saved a Drowning Boy

MAHONINGTOWN, PA., July 14, 1916.

EDITOR JOURNAL: It is with a feeling of considerable pride that I have the opportunity to bring to the attention of the readers of our JOURNAL the heroic act of one of their Brothers, and a much greater feeling of elation that this Brother is a member of Div. 565. The circumstances as related to me by the Brothers at the meeting in Youngstown, July 11, were as follows: Tuesday afternoon, while engaged in his work as yard engineer in Youngstown yard, Bro. James A. Cleary was startled by the cries of a boy on the bank of the Mahoning river. Thinking that something was amiss, Brother Cleary stopped his engine and running up to the boy inquired what was wrong. The lad told Brother Jim that a boy who had been walking on the crest of the dam had slipped and fallen in the deep water below the dam and had sunk. Having the boy direct him as well as he was able in his excited state, where he thought that the boy had gone under, Jim, without a moment's hesitation, plunged in, dived to the bottom of the river, and was fortunate enough to locate the boy in about seven feet of water; grasping him Jim tried to get to the surface, but the boy slipped out of his grasp, and again Jim went down after him, and the second time succeeded in bringing him to shore. The boy was pretty far gone, but Jim having considerable knowledge of first aid measures, proceeded to get the water out by massage, and by his prompt action suc-

ceeded in bringing the boy back to consciousness and complete recovery. Taking everything into consideration, we believe that this act of Brother Cleary's is entitled to special mention, and should, and will be brought to the attention of the Carnegie Hero Commission for their consideration. When one stops to think of a man weighing over 200 pounds jumping off a hot engine all overheated and encumbered with all his clothes and diving into seven feet of water and bringing a boy 14 years old to shore and safety, knowing the right thing to do to resuscitate him, I say again, we are proud of Jim Cleary.

One of the boys said: "Jim, how did you feel after you got him out?" "Gee," said Jim, "but I was tickled when that kid came to!" The incident was not altogether without its humorous side, as the head brakeman, being a new man, was startled to see Jim jump off the engine and jump in the river, ran back to the conductor and excitedly said: "That engineer has gone bug." "What is the matter with him?" said the conductor. "Why he run and jumped in the crick." The conductor said, "What's the matter with Jimmie now?" The conductor and crew were vastly relieved and elated when they saw what Jimmie had done.

We hope that this brave act of Bro. James A. Cleary will receive the recognition that it certainly deserves, and we hope that the people of Youngstown will recognize it as one more proof of the levelheadedness of the average locomotive engineer. It gives me pleasure to bring this incident to the attention of the readers of the JOURNAL.

J. H. McILVENNY, S.-T. Div. 565.

#### Bro. Chas. H. Rogers, Div. 46.

ALBANY, N. Y., June 22, 1916.

EDITOR JOURNAL: Please find enclosed photo of Bro. Chas. H. Rogers, member of Div. 46, Albany, N. Y.

Brother Rogers has been in Albany, N. Y., since July, 1843. He commenced railroading in 1862 in the West Albany shops, remained there until 1864 when he enlisted in the army of the Rebellion, taking part in many important engagements until honorably discharged at the close of the war. Brother Rogers went firing on the N. Y. C. in 1866; promoted to engineer in 1878 on the Mohawk division, where he ran one of the most important and fastest trains until July, 1913, when the company retired him on the age limit with suitable pension.

Brother Rogers has been a member of Div. 46 in good standing for 36 years, and enjoying the best of health, which we hope he will continue to have for many years to come. MEMBER OF DIV. 46.



Bro. Chas. H. Rogers, Div. 46

#### Railroad Men's Home

HIGHLAND PARK, ILL., July 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month ended June 30, 1916:

#### G. I. A. TO B. OF L. E. DIVISIONS.

Div.	
552.....	\$10 00
SUMMARY.	
Grand Division, B. of L. E.....	\$76 40
Grand Division, O. R. C.....	55 00
B. of R. T. Lodges.....	17 00
L. A. to B. of R. T. Lodges.....	5 00
L. A. to O. R. C. Divisions.....	3 00
G. I. A. to B. of L. E. Divisions.....	10 00
From the Twelfth International Convention of the L. A. to B. of R. T., held at Detroit, for the purpose of furnishing a room in the Home.	100 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
William Dill, Div. 833, B. of R. T.....	1 00
	\$270 40

#### MISCELLANEOUS.

Quilt from Div. 421, G. I. A. to B. of L. E., Fort Worth, Tex.  
 Quilt from Lodge 119, L. S. to B. of L. F. & E. Houston, Tex.  
 Quilt from Bro. F. R. Kane, Div. 308, B. of L. E., Chadron, Neb.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. and Manager,  
 Railroad Men's Home.





## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Beautiful Hands

What beautiful, beautiful hands,  
Old and wrinkled and hard with toil,  
Creased with marks of the world's turmoil,  
Browned with tan from the burning sun,  
Bent because of the labor done—  
How they toiled through the weary years,  
Shrunk with sorrow and stained with tears!  
On them branded the world may trace  
Beauties more than the marbled grace  
Found in art of a thousand lands.

These are beautiful, beautiful hands:

A mother's!

What beautiful, beautiful hands!  
Oft they fell in the fond caress,  
Quick in serving and swift to bless;  
Clasping yours in the evening prayer,  
Stroking fondly the golden hair,  
Smoothing paths in glad daylight,  
Sickness soothing in a lingering night;  
Often weary, but strong to do  
Mother-duty a whole life through—  
What though art has its close demand?  
These are beautiful, beautiful hands:

A mother's!

What beautiful, beautiful hands!  
Clasped in love on the brow of pain,  
Waking souls to a thankful strain,  
Servants true of a kindly will,  
Serving faithful and patient still.  
Soon, indeed, will they sink to rest,  
Meekly clasped on the silent breast;  
Stain and wrinkle and hardness hid,  
Folded under the coffin lid.  
True were they unto love's commands—  
These are beautiful, beautiful hands:  
A mother's! —Ex.

### Fraternalism and Insurance

What is the true spirit of Fraternity? It means taking care of the sick, relieving suffering, comforting the sorrowing, and lending a helping hand to the needy. Dear reader, do you belong to the B. of L. E. or the G. I. A., and does Fraternity mean this to you? In our own Order the ambition of our most earnest workers is not quite satisfied, they feel that the result might be greater. The first consideration in attaining greater results is the enlistment of new members, the second and most perplexing problem is how to keep them interested after they have joined us. Some energy is expended by officers and members toward making an increase of one and should this member drop out all their efforts will have been wasted.

The chief cause of withdrawals and expulsions is indifference, and a large proportion of those who become suspended have been members for a short time only. Perhaps their interest in the ideals of our Order had not been aroused, they did not find what they expected. This must be the fault of the local Division; probably the officers were not trained in the work of initiation so as to make it impressive, or there may have been a lack of warmth on the part of the members and the new member was not cordially welcomed. If these things are true what can be expected from a new member but a lack of interest? And the most natural result is delinquency. When one who has long been a member becomes indifferent the officers and members should look her up; perhaps she needs sympathy and love in a trying time and feels that you have failed her. Then there is the member who leaves the Division because she can't

have her own way, and her way is not for the welfare of the Division. Let her go, the Division will be strengthened by her absence and the meetings more enjoyable to others. The loss of members can be greatly decreased by renewed efforts of local officers and loyal members who support the Division. We should make Fraternity attractive.

First impressions are lasting and the new member should be made to see our initiation in all its dignity and beauty, she should be made to feel at home, and invited to participate in the meetings, and if the meetings are made interesting she will soon be in working harness and the chances are that she will not leave the Order. Fraternalism should not be allowed to drag, it has comforted and relieved thousands. It is grandly doing its work today and will continue for time to come.

Its spirit of helpfulness cannot be destroyed, this is being exemplified in every way in our own splendid Order.

It is but a step from the fraternal to the insurance feature of the G. I. A. One is the outgrowth of the other.

The time has arrived when the fact that a woman has had foresight enough to take out life insurance in a reliable Order is a first-class recommendation as to her business ability.

The fact that she places a value on her life raises her in the estimation of others. Keep in touch with today, and get in touch with tomorrow when it comes; it is what we do and what we do not do that makes us what we are.

Life insurance is easily comprehended and is based upon well-established principles. It is the natural outcome and the true spirit of fraternalism. When adversity comes the fraternal certificate is a life belt that will keep the family from being engulfed in misery. Eventually you will see the need of securing insurance; do not procrastinate but do it now. The B. of L. E. and G. I. A. offers to its members the very best fraternal insurance and is within the reach of all.

Do not fuss about the carelessness which leads to a breakdown, get busy, repair the damage and profit by the lesson and take out an insurance. Brother

Futch, President of the B. of L. E. Insurance, has sent circulars to our members, asking them to read them carefully and talk it over with the husband.

It is our earnest desire that our women rise to the occasion and use their influence to have their husbands carry the full amount offered in this cheapest and best of all insurances.

If you can save nothing more than this which will give protection to both parents and children, why not strive to do so, even if some sacrifice on your part must be made?

Your duty to those dependent upon you is undischarged unless you insist that the bread-winner carries an insurance on his life. Every member of the G. I. A. who is eligible should show that she is willing to do her part and make sacrifice, if need be, by carrying the full limit of \$1,000 in our Order.

May our members become enthused about the subject of this article and wake up to the realities of life.

Let us prove that we are business women, working hand in hand with the B. of L. E. for the good of our families.

The benefits offered here teach a man how to take care of himself and his own, and after all this is doing humanity a greater service than building homes for indigent widows and orphans, because it is making them impossible.

Everyone working for wages knows that he should carry an insurance; then why not now? Tomorrow may never come.

MARY E. CASSELL.

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#### An Incident in a Lumber Camp

During the lumbering season, all the best trees are cut and floated down the rivers to the mills. These logs float on the streams in such numbers that they often collect into great masses, thus becoming congested. Then it is necessary to break up these "jams," as they are called, and send the timber on its journey to the mill. Men have learned the art of balancing themselves on these logs as they go on their way down stream, and by means of a long pole, of dislodging the impeding timber along the course, so that no "jam" can form.

One day, a young lumberman was leisurely "riding the logs" when he saw at some distance down the creek a boy, of perhaps ten years of age, engaged in sailing a small wooden boat, which he would from time to time permit to float out into the creek, and then the child would wade out after it and bring it back to the bank.

The lumberman watched the child, amusedly, for quite a while. At length a great sweep of the water took the little ship sailing out farther than usual, into the middle of the stream, and in his childish anxiety at seeing his beautiful toy escaping from him, the boy pursued by jumping from one log to another.

The timber was moving rather swiftly now, and as the man watched the unpracticed child on the unsteady logs, he feared for his safety.

But all went well until the mass of lumber bearing the lad reached a small yet dangerous rapid in the stream. There was a sudden onrush of water, which caused the logs to be separated, and the child fell, face downward, into the swift current.

The lumberman, experienced as he was, had been preparing himself for this catastrophe, but when it did come it all occurred so suddenly that he had no time to think. Quickly, however, he collected his senses and hurriedly slipped over the logs, losing no time in gaining the place where he had seen the boy sink. By that time the lumber had again become so congested, so that the boy could not be seen.

Hastily, yet dexterously balancing himself—for it was no envious position to find one's self in (with each limb on a moving log riding on a rapid in a creek) the man pried the timbers apart with his pole, and calmly waited for the drowning body to rise to the surface. This lumberman who possessed all the characteristics common to others of his class of mankind, realized that coolness and patience were required at this stage of the game. If he should become excited and lose control of himself all would be in vain. So he sternly held himself in check. In what seemed to the man to be interminable time but which was in reality only a second, the waters parted and the body appeared; he

violently grasped the child's head. In so doing he was overbalanced, but by quickly throwing himself with a forcible jerk, he regained his upright footing. He stood as one dazed for a moment, but it was only to relieve himself of the nervous tension and strain which he had been forced to exert himself to.

After dragging the boy to the bank of the river, he revived him by the usual rough methods known as "first aid."

Thus this man had, unseen to any other human eye, performed a heroic deed, not for the love of glory and praise but from his true nobleness of heart—but no gold medals are expected in the backwoods.

R. F. BRUCE.

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### The Widow's Woes

With apologies to "Uncle Walt Mason."

The widow's woes, she has a few, some folks will say this isn't true. But when the prices upward soar, until you wonder, "how much, more?" The meat, coal, wood, bread, butter too, cost as much to the widow as you.

Friends will give you their good advice, but good things are not always nice. And you wonder when they are through, if they would change places with you.

If you should feel just down and out, they start to tell you all about, poor Mrs. Wilson down the street, who has not got a bite to eat. If you have "kiddies" three or four, they ask you "how you'd do with more?"

If you're ill, and can't move a foot, you're not as bad as Mrs. Root, who, when her man was brought home dead, went completely off her head. They think these things may help you out, but of the cure, there is a doubt.

When your man's alive, friends are many, but when he's dead, you haven't any.

The man who said "he'd chop your wood" has never in your cellar stood. The one who said "your snow he'd shovel," never even took the trouble.

You try your best to make things right, it seems just like a losing fight.

One will tell you "Marry again," as though the world were full of men who want to help a sister out. But take care,

mind what you're about, just you listen, then close your eyes, and ask the Lord to make you wise.

The widow's children's coats and shoes will wear out just as fast as yours. They must eat in order to live, and education must receive. They're subject to all mortal ills, take the measles, fevers, chills. Must take the doctor's drugs and pills, which are followed by the doctor's bills, just the same as you have to pay, only there's this, her man's away.

There's one thing the widow can do, what married women cannot do, at election time she can go and vote for some man she doesn't know.

SISTER EVA D. ROBERTS, Div. 346.

### The Joy of Service

The other day I read a little story in which the writer said that she had become a "sour old maid" without knowing it. She was finding life filled with gloom and discontent. One day she heard a boy exclaim: "My, but she is a cranky old thing!" Then she says she stopped short and took stock. In the end she had to admit that the boy had stated a fact, but at the same time she resolved that she would no longer be a "cranky old thing." Old she must be, for she couldn't help that, for she was more than 30—and time would not turn backward. She could, however, stop being cranky, and she did. She says she "made the corners of her mouth turn up," and formed the habit of smiling and being pleasant to everyone. She smiled a "thank you," to the mailman, the iceman, the motorman, the janitor and every one with whom she came in contact. Her smile became so contagious, people she met on the cars going to the office began to smile back. In the office her employer praised her work and the other girls commenced coming to her with their little confidences, their joys and their sorrows. She says all this made her life very different from what it had been, but the acme of her happiness came when the newsboy who a year before had referred to her as a "cranky old thing," in answer to her smile as she one morning bought

a paper, smiled up into her face and said: "Gee, Miss, I wish you were my mother."

It was a good little story and contained what the editors designate as possessing "heart interest." If the incident had been woven into fiction, this "cranky old thing," who in a year had been transformed into a sympathizing smiling "Miss," whom a poor boy wished was his mother, would have adopted the boy and they would have lived happily, as the boy was transformed into a bank president or a railroad magnate.

Fiction is different from real life stories. This woman had a mother and brothers and sisters in plenty. Instead of adopting the newsboy and perhaps making him unhappy by insisting that he clean up, dress up and go to school, what she actually did do was to introduce the "smiling habit" into her own family circle, as well as in her working circle, and the boy continues selling his papers on the same old corner.

This is the point I wish to make in repeating the story: One can easily form a bad habit. Habit controls our lives to a greater degree than we are apt to realize. If one forms the habit of fault-finding, then discontent and unhappiness is sure to be their lot.

It is not easy to force the corners of the mouth to "turn up" when the world seems dark and dreary and the humdrum of life seems one endless round of duties.

But if we let the corners of the mouth "turn down," it is only a step to believing that everything we do "slaving for others" is work which no one appreciates.

The time will come into every life, however, when much of what has been done for self fails to bring happiness, that we will admit that after all the greatest joy in life is the joy of service.

Not service along grand lines in the public eye, but the little services in the home and all about us, a service of love and sympathy, which, as the days go by and other pleasures fade, will be with us until the gates open on the other side and a glad voice shall say unto us, "Well done, thou good and faithful servant."

CECELIA C. WIFFEN.

### Should Girls Do as They Please?

"Evils change not on a sudden,  
But many days must pass and many sorrows;  
Conscious remorse and anguish must be felt  
To curb desire, to break the stubborn will  
And work a second nature in the soul  
Ere wisdom can resume the place she lost."

Where there is a daughter in the head of the house—providing, of course, father and mother are of the meek and mild type and the girl self-willed?

By the time the dresses of the young miss have lengthened to her shoe tops father has discovered that it is useless to raise a protest against her will. If she decides that it is high time to begin to entertain boys who have asked to call, father hastily quits the house and, after a vain attempt at endeavoring to argue the point, mother subsides.

Every mother is very apt to think, after all is said and done, that her girl is just a little short of perfection. Of course she wasn't allowed to receive young men callers until after she was twenty, but customs, she concludes, are different now from what they were then, at least so her daughter assures her.

It is the girl who decides whether they shall spend the summer in the country or at a fashionable resort; whether father shall be allowed a new suit or not and mother likewise. She accepts invitations out to dance, picnics or to the homes of girl friends as her fancy dictates, not as mother wishes.

The after life of the girl of this sort can easily be pictured. She falls in love with the type of man she should not, weds him and lives unhappily ever after. It remains for parents of a self-willed daughter to use kindly but firm measures in bringing her up. She should not have the sugar plums she cries hysterically for when the parents know she is best off without them. During her early youth they should exert their authority, declaring father or mother the head of the home, whose word is law.

No girl should be permitted to do exactly as she pleases. Sweet, dangerous, foolish sixteen is not the age of judgment. Mother should be the one to decide what young men may call and when. Even her dressing should be in accordance with

mother's approval. In the selection of a beau father and mother should have equal say-so and be fully agreed.

The headstrong daughter has a hard row to hoe through life. Others will not give in to her as her fond father and mother have done. She will find that she cannot subdue others, overrule their wishes and desires.

It is a kindness to the self-willed girl to hold her well in hand, to gain her respect and love. Every girl has a loving heart. It is for parents to cultivate and cherish it. No girl should do just as she pleases. — *Laura Jean Libbey.*

### Real Protection

That fraternal insurance is the most genuine protection has long been an argument of its proponents. Investment and speculative frills, which make life insurance expensive, are absent from its contracts. It gives full value for the contributions received, and the cost of management is almost negligible, compared to that of other lines of endeavor. Its certificates cannot be assigned.

Beneficiaries of life insurance are often robbed of a portion of the proceeds which should rightfully fall to them because the insurant has borrowed on the policy or has assigned it. Not so with a fraternal certificate. It cannot be assigned. This was emphasized in the proceedings in a Missouri court recently. A bank which had been mismanaged was having its affairs adjusted by due course of law. It was discovered that loans had been made on insurance policies, among them being several fraternal certificates. The banker who made loans on fraternal certificates had erred, and the bank learned to its sorrow that they were not good as assigned security.

Certainly, in this case the bank which loaned money on such security in good faith suffered an injustice. But, in the broader interpretation of justice, did not the beneficiaries of such certificates face possible injustice? It should be made impossible to assign any contract of life insurance made for the protection of dependents. Protection represents in such instances the earnings of the insured if

he had lived, and upon such earnings must his loved ones live. An assigned policy is a mockery to them.—*Fraternal Monitor*.

### And It Will Again

Life insurance has served many useful and highly beneficial purposes.

It has made the thrifless thrifty.

It has decreased old-age pauperism.

It has chased the mortgage out of the liability column.

It has driven out debt and led to prosperity.

It has bought the farm.

It has kept the business intact after the partner has died.

It has started the son in business and provided the daughter with a dowry.

It has allowed father to retire from business when he reached middle age.

It has brought life and happiness, and gold and comfort to old and young.  
—*Workman*.

### Household Philosophy

BY H. M.

"I rather like Mrs. Jones, but some of her little ways and mannerisms get on my nerves and annoy me intensely," a girl friend remarked the other day.

But it never seemed to occur to her for one moment that "Mrs. Jones" might find just the same fault with her if she were inclined to be critical.

A great many of us are inclined to be too sharp-eyed where our friends are concerned. Instead of glossing over their faults and failings we talk about them and magnify them until we feel that we have a real grievance against them.

But when we come to think about it, it really isn't quite fair to our friends to expect too much of them. We are too apt to place them on a kind of pedestal, and when they tumble off, as they are bound to do sooner or later, we feel grieved and sorry for ourselves, and think we are the most unfortunate people alive.

The person who expects her friends to be always the same is an almost impossible person to live with. It is not a bit of good expecting people to be the same from

day to day. They would not be human if they were.

Will you be as nice to everybody as you were yesterday, or will you be just a little nicer? Of course you do not know. So how can you expect other people to live up to it? Sometimes, when things have gone wrong, one is bound to feel cross and irritated. So, if we want to get every happiness out of life, we must not expect the impossible from others.

Probably they are every bit as conscious of their own failings as we are, and are doing their best to remedy them. So make up your mind to take them just as they are with all their faults and failings, and you will soon cheer up and take a much better view of things.

### Notice

A union meeting of the Eastern Circuit will be held under the auspices of Good Hope Division 374, G. I. A. to B. of L. E., in Frantz Hall, 3rd and Hamilton Sts., Harrisburg, Pa., on Thursday, Sept. 28, 1916. A most cordial invitation is extended to all members of the G. I. A. Meeting to open at 1 p. m., sharp.

### Children's Sayings

A little city child watched with interest the cattle enjoying the cud. "Say, mister," she asked the farmer, "do you have to buy gum for all them cows to chew?"

"Why, Johnny," said his mother, "I do believe you're teaching that parrot to swear!"

"No, I'm not, mother," the boy replied. "I'm just telling it what it mustn't say."—*Ladies Home Journal*.

"In winter time, when it's cold," said Bobbie, "I wish I was a polar bear with a white robe growin' all over me; but in summer, when baseball season's on, bein' a giraffe 'd just suit me."

"Why a giraffe, Bobbie?"

"He kin see over the fence."

"Tommy," said his mother, "can't you amuse your baby brother for a while?"

"Yes'm," answered Tommy. "If you'll hold him up at the window, I'll get the

boys to come and play in front of the house."

Tommy saw a small tug towing a large ship, and heard the tug whistle loudly.

"Oh, papa," he cried, greatly excited. "See! The big boat's got a little one by the tail and it's squealing."—*Woman's Home Companion*.

Willie was being measured for his first made-to-order suit of clothes.

"Do you want the shoulders padded, my little man?" inquired the tailor.

"No," said Willie significantly, "pad the pants."

### Exclusive

A small boy, who was sitting next to a very haughty lady in a crowded subway car, kept on sniffing in a most annoying manner. At last the lady could bear it no longer and turned to the lad.

"Boy, have you got a handkerchief?" she demanded.

The small boy looked at her for a few seconds, and then, in a dignified tone, came the answer:

"Yes, I 'ave, but I don't lend it to strangers."—*New York World*.

### Giving Your Best

There are loyal hearts, there are spirits brave,

There are souls that are pure and true;

Then give to the world the best you have,

And the best will come back to you.

Give love, and love to your life will flow.

A strength in your utmost need;

Have faith and a score of hearts will show

Their faith in your word and deed.

Give truth, and your gift will be paid in kind,

And honor will honor meet;

And a smile that is sweet will surely find

A smile that is just as sweet.

For life is the mirror of king and slave,

'Tis just what we are and do;

Then give to the world the best you have,

And the best will come back to you.

### Mauch Chunk Union Meeting

A splendid union meeting was held at Mauch Chunk, Pa., on June 23. Twenty-one Divisions were represented, with nearly 800 in attendance.

The meeting was promptly called to

order at 10:30 a. m., by Grand Vice-President Sister Cassell. Grand President Sister Murdock was escorted to the rostrum and given the grand honors.

The ritual work was beautifully exemplified by Grand Vice-President Sister Cassell, Grand Guide Sister Garrett and Inspectors Sisters Riley, Buck, Heinerwald, Mateer, Terhune and Ripley, assisted by the Secretary, Sentinel, and Pillars of different Divisions represented. We do not often have the opportunity or pleasure of seeing the Grand Officers and Inspectors exemplify the work of the ritual, therefore, the meeting was unusually interesting and instructive. All being dressed in white added to the beauty of the work.

At noon we adjourned for dinner at the American Hotel. The meeting was again called to order at 2 p. m., and the ritualistic work resumed. During the afternoon session interesting talks were given by Grand President Sister Murdock and Grand Vice-President Sister Cassell, urging all members to more earnest efforts in the good work being done in the Order, especially to the one that is so near and dear to their hearts—the Silver Anniversary Fund. One of the pleasing features of this meeting was the offering of a sum of money in behalf of this fund. This ended this splendid union meeting, after which the Sisters enjoyed a beautiful ride up the mountain to Flag Staff Park, where a picnic supper was served.

Another never-to-be-forgotten pleasure was the ride up Mt. Pisgah and Mt. Jefferson on the Switch-Back Ry., the oldest railroad in America. Words are inadequate to express the wonderful beauty of that ride. One beauty after another unfolds itself until one is enraptured with the grandeur of Nature's handiwork. Well does Mauch Chunk and surrounding country deserve the name "The Switzerland of America?"

We also had the pleasure of helping Div. 80 celebrate their 25th anniversary the afternoon and evening of the 24th.

Much to the regret of all, Grand Vice-President Sister Cassell was unable to remain and participate in the celebration. A splendid informal program was rendered.

Grand President Sister Murdock, in her

most genial manner, extended congratulations to the Division for the splendid support they have always given the Order, and wished them many more prosperous years. This was followed by a vocal selection, "Mother Machree," by Miss Lindemuth; a violin solo by Master Arthur Rohlfing; reading by Miss McMichel; vocal selection by Misses Mary and Laura Rohlfing; impersonation of Juanita in pantomime by Miss Clara Weavers, accompanied by Misses Richards and Koontz; G. I. A. drill by the Sisters; vocal selection, "Down on Uncle Jasper's Farm," by little Miss Martha Kramer. A male quartet rendered many beautiful selections throughout the afternoon and evening.

At 6 p. m., an excellent supper was served at five long tables profusely decorated in flowers, the center-piece of each being a birthday cake, which the Grand Officers and Inspectors had the honor of cutting. A toast was given the B. of L. E. by Inspector Sister Buck. After having done full justice to this excellent supper the program was resumed. Very appropriate at this (war) time was the rendition of the beautiful song, "The Star Spangled Banner," by Miss Clara Weaver, which was received with such enthusiasm that she responded to the encore with "My Country 'Tis of Thee." A drill by nine young ladies, dressed in pink, was both unique and beautiful. Vocal selection, "On the Rocky Road to Dublin," by Master John Eicke.

The rendition of each number was such as to call forth an encore.

The event of the evening was the rose drill by the following little girls: Elizabeth Rohlfing, Martha Kramer, Effie Clarey, Helen Tosh, Bessie Clarey, Velma Schmitt, Thelma Mann, Ida Reimer, Margaret Schmitt. All were dressed in white, bearing wands of pink roses. After executing forms of drill, they formed a semi-circle, one little Miss advanced to the rostrum and conducted the Grand President, Sister Murdock, to a seat in the center of the circle. The young ladies in the pink drill marched in and formed a second circle, the G. I. A. team forming the outer circle. After the little ones had sung the beautiful poem, "Our Princi-

ples," to the air of "Where the River Shannon Flows," little Margaret Schmitt stepped forward and placed a crown of roses on the head of our Grand President, and in a quaint little speech presented her with \$25.00 in behalf of Div. 80, for the Silver Anniversary Fund. The program closed with the floral drill.

Sister Riley, President of Div. 80, was in charge of the drills, and deserves much credit for the proficiency.

We will always remember with pleasure the fraternal spirit and kind hospitality of Div. 80.

MRS. C. F. LOCKHART, Div. 65.

### Membership, Quarter Ending July 1, 1916

Total membership April 1, 1916.....	25,385
Total number admitted during second quarter ending July 1, 1916.....	584
Total number forfeited during second quarter by withdrawals, transfers, suspensions and death.....	533
Total gain during second quarter.....	48

Total membership July 1, 1916..... 25,383

MRS. EFFIE E. MERRILL, Grand Sec.

### Division News

MERCY DIV. 51, Cedar Rapids, Iowa, had a gala day June 20, this being the date upon which Sylvis Div. 405 and Rock Island Div. 266 were invited to spend the day as their guests.

The 24 visitors arrived at 9:30 and were met by Sisters G. J. Smith and McEndree, the former being a member of Sylvis Division, and were accompanied to Sister Smith's home, where she had arranged a one o'clock luncheon in their honor. The house was beautifully decorated with a profusion of flowers and the guests were seated at seven small tables, where a four-course collation was served.

Sister Kinch, Grand Organizer and Inspector, and Sister Hallett, President of Div. 51, were also included. Immediately following the luncheon the ladies were escorted to the Ben Hur Auditorium, where the ritualistic work was exemplified. Two candidates were admitted to membership, Mrs. Frank Grone of our city, and Mrs. Wm. Tweedy of Esterville, Iowa. The hall was completely filled, 62



being present, thus helping to add enthusiasm in the work. After the form of balloting was "put on" by request our president gave the visitors a most cordial welcome, and called on them for speeches, each responding graciously, and Sister Arnold, President of Rock Island Division, presented Sister Hallett with a beautiful arm bouquet in appreciation of their day's pleasure.

The meeting then closed in form and the visitors were escorted to the Hotel Montrose, where they were the guests of Div. 51 to a 5:30 o'clock banquet. Fifty-four attended, and seated with the Sisters were Brothers "Sol" Hallett and "Hank" Mott. This ended the day's festivities and the guests were taken to the station, where a special coach awaited them, and with farewells the happy throng were soon on their way.

Mercy Div. 51 also gave a fine musical recently in compliment to their friends and the following program was rendered:

Piano solo, selected.....	Margaret Powers
Vocal solo, selected.....	Mr. F. Swenson
Greek dance in costume.....	Eleanor Putnam
Piano solo, "Robin's Return,".....	Bernice Iosty
Italian dance in costume,	
.....Eleanor Putnam and Margaret Hill	
Piano solo, selected.....	Frederick Schauwecker
Reading, "Miss Sally,".....	Virginia Morgan

The artistic program was hugely enjoyed, and all responded to encores. Refreshments were served at the close.

MRS. FRANK PARMETER, Cor Sec.

DIVISION 99, Boston, Mass., was invited by Div. 61, B. of L. E., to join them in their memorial service June 11. We accepted, being only too glad to assist.

We put on the memorial service composed by Sister J. E. Fairhead, Assistant Grand Vice-President.

The first time our Division exemplified this work was at the New England union meeting held at Concord, N. H., in April.

Words of praise for this beautiful service, and the efficient manner in which it was put on, were heard from all parts of the hall, and our Brothers were very much pleased with it.

There were appropriate solos by Sister Brown, also singing by the Weber Quartet. Brother Vradenburgh gave us a few

words and introduced as the speaker the Lieutenant-Governor of Massachusetts, who delivered a very fine address.

The opening and closing prayers were offered by our beloved Chaplain, Brother George Dority.

Our summer outings have commenced. We had our first at Salem Willows, June 28, a fish dinner and a pleasant afternoon that was enjoyed by a great many.

We are always striving to try and make it pleasant for all our Sisters during the whole 12 months of the year.

#### CORRESPONDING SECRETARY.

On the 19th of January, 1916, Mount Royal Div. 346, G. I. A. to B. of L. E., gave their annual social. There was quite a decrease in numbers owing to the prevalence of gripe at that time, though the fraternal spirit seemed more prominent than on similar occasions.

On February 3, 1916, we were visited by the Sisters of Island City Division of Brocksville. They were entertained by a theatre party. After that, supper was served in the Victoria Hall, Westmount.

Meeting opened in due form, in the evening, the Brocksville ladies expressing their pleasure at our floor work..

April the 27th we held our annual euchre party, which was well attended. Every one seemed to have a good time, and our ladies cleared about \$60. I believe one of our Brothers of Div. 89 sold thirteen dollars' worth of tickets for us, so he was some hustler. The money realized boosted our finances. They generally get in a dilapidated condition around about this time of the year. So it was a source of satisfaction to the Sisters to get them into a flourishing condition once more.

On June 1, 1916, we held our meeting in the afternoon, the ladies of Richmond Division meeting with us, also our Sisters of Strathcona Division C. P. R. Our Richmond Sisters met at Bonaventure Station, and were conducted to the Queen's Hotel, where they had dinner, after which they boarded cars for Victoria Hall, Westmount, where we hold our meetings. This hall is situated in one of the prettiest parts of Westmount,

and makes a delightful ride on a summer day.

We had speeches from the President of Richmond Division, also one from the President of Strathcona, and Sister Rutherford, a Past-President of our C. P. R. Sisters. Sister Rutherford has the happy faculty of saying nice things in a very nice way. There was also a visiting Sister from Chicago, who complimented us on our floor work, especially the form we have for taking the new password. She said we certainly had one on the States, as she had never seen it put on in the form that we had it, it being exceedingly pretty.

The meeting closed in due form, and all adjourned for tea, which was served in the ante-room, 12 tables being laid, four at a table. Everything was very nice, and such a kindly spirit prevailed, it really did the heart good. We certainly had a "perfect day," and I found myself going home with the words of an old song running through my head

"'Twas a sunny day in June,  
And the birds were all atune,"

and it seemed to me that our hearts were all in tune to the music of sympathy, thoughtfulness and kindness.

I am sure meetings of this kind leave most happy memories, and stir us to more effort in the good work of the G. I. A. SISTER EVA D. ROBERTS,  
Mount Royal Division 346.

SISTER W. B. COMBS, of Div. 414, Chicago, Ill., and Sister P. A. Thomas, of Div. 870, Middleport, O., while in New York City with their husbands, who were General Chairmen for the B. of L. E. on the Joint Concerted Eight-Hour Day Wage Movement, had the pleasure of attending Vanderbilt Div. 264, and spent a very pleasant afternoon.

This led to more pleasure, that of spending the day with Brother and Sister F. H. Miles, at their hospitable home in Tarrytown, N. Y. After auto rides, sight-seeing and a sumptuous luncheon (such as only Sister Miles knows how to prepare), the Sisters returned to the city, putting this day down in the book of memory as one of the most pleasant they ever spent.

ANONYMOUS.

## G. I. A. Voluntary Relief Association

CHICAGO, ILL., Aug. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than July 31, 1916.

### SERIES A

#### ASSESSMENT No. 197a

New York City, June 31, 1916, of chronic endocarditis, Sister Annie Burdick, of Div. 234, aged 48 years. Carried one certificate, dated Dec., 1904, payable to John L. and Martin B. Burdick, sons, and Agnes Tesseyman, daughter.

#### ASSESSMENT No. 198

Pittsburgh, Pa., June 3, 1916, of heart disease, Sister Florence M. Davis, of Div. 97, aged 41 years. Carried two certificates, dated April, 1909, payable to Isaac P. Davis, husband.

#### ASSESSMENT No. 199

Buffalo, N. Y., June 12, 1916, of chronic bronchitis, Sister Mary Bruman, of Div. 232, aged 71 years. Carried two certificates, dated March, 1896, payable to Marcia L. Barnard, Tillie De Noon, Susie Louttit, Chauncey C. Bruman, children.

#### ASSESSMENT No. 200

Worcester, Mass., June 20, 1916, of heart disease, Sister Hattie E. Wardwell, of Div. 224, aged 61 years. Carried one certificate, dated March, 1900, payable to Theodore Wardwell, husband.

#### ASSESSMENT No. 201

Monett, Mo., June 15, 1916, of nephritis, Sister Mary Rasbach, of Div. 223, aged 35 years. Carried two certificates, dated Feb., 1907, payable to John Rasbach, husband.

#### ASSESSMENT No. 202

Vicksburg, Miss., June 22, 1916, of tuberculosis, Sister Ella Riggs, of Div. 206, aged 50 years. Carried two certificates, dated May, 1909, payable to Jeff Riggs, husband.

#### ASSESSMENT No. 203

Greenville, Pa., June 23, 1916, of embolism of brain following operation, Sister Jennie Beil, of Div. 319, aged 63 years. Carried one certificate, dated April, 1901, payable to Moses Beil, husband.

#### ASSESSMENT No. 204

Milwaukee, Wis., June 29, 1916, of nephritis, Sister Mary Callahan, of Div. 231, aged 46 years. Carried two certificates, dated April, 1903, payable to Dennis Callahan, husband.

Members will pay their Insurance Secretaries on or before Aug. 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 154 and 155A, 11,236 in the first class, and 5,894 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### EMPTY AND LOAD FREIGHT BRAKE EQUIPMENT — LOAD POSITION

**Q.** What does Fig. 13 represent?

**A.** This is a diagrammatic view of the K-L triple valve in *load position*, as used with the empty and load brake equipment.

**Q.** How is the triple valve changed from empty to load position?

**A.** By changing the position of the change-over valve from empty to load position.

**Q.** How is this done?

**A.** By turning the operating handle on side of car to position marked load.

**Q.** With the operating handle in load position, explain what takes place when air first enters the triple valve.

**A.** Air from the brake pipe flows through the passages in the triple valve to the chamber in front of the triple piston, passing through the feed groove *i* into the slide valve chamber and from there on to the auxiliary reservoir. At the same time air from chamber *h* will be free to flow through port *c* to chamber *a* on the back of the change-over piston 4, thence through feed port *y'* and feed groove *d'* to chamber B on the other face of the piston; but the operating mechanism being in load position, vent valve 10 is unseated, permitting the air in chamber B to escape to chamber H and thence through port *z'* to the atmosphere. The greater pressure in chamber A then forces the piston with its slide valve 3 to the right, until it seals against the gasket. See Fig. 13. The change-over valve is then in load position.

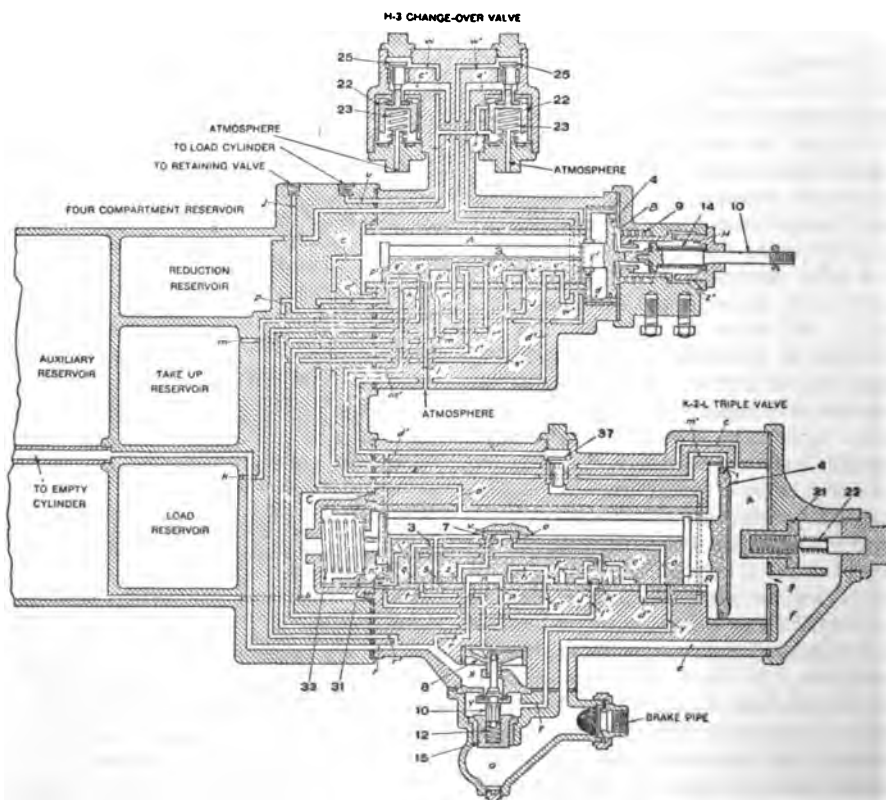


Fig. 13. View Showing Triple Valve in Full Release and Charging Position and Change-Over Valve in Load Position, Diagrammatic

In this position cavity  $b'$  and its tail port connects port  $m$  and  $l'$ , permitting brake-pipe air in chamber R to flow through the slotted port  $n'$  in the slide valve seat, ports  $i'$  and  $j'$  in the slide valve and port  $l'$  in the seat to the take-up reservoir. The load reservoir is charged from chamber R through ports  $o', p', s'$  and  $k$ . At the same time the charging of the auxiliary and load reservoirs is hastened by brake-pipe air admitted from chamber  $h$  through ports  $m', q', p'$  and  $a'$  in the change-over slide valve 3 and ports  $o$  and  $k$  in the seat. This additional charging port makes the charging time practically the same whether the equipment is set for empty or load, since in the former position port  $m'$  is closed by the change-over slide valve.

Q. Explain what takes place when a gradual reduction of brake-pipe pressure is made.

A. When the brake-pipe pressure in chamber H has been reduced sufficiently

below that in chamber R on the other side of the triple piston 4, the higher pressure on the auxiliary reservoir side of the triple piston is able to overcome the friction of the triple piston, graduating valve and slide valve and move these parts to the right until the piston stem strikes against the graduating sleeve 21, which is held in place by the compression of the graduating spring 22. See Fig. 14. The first movement of the piston (4) closes the feed groove  $i$ , preventing air from feeding back into the brake pipe and at the same time the graduating valve opens the upper end of port  $z$  in the slide valve. The movement of the latter closes the communication between port  $r$  and exhaust port  $p$  and brings port  $z$  into partial registration with port  $r$ , in the slide valve seat. Air from the auxiliary reservoir then flows through port  $z$  in the slide valve and port  $r$  in the seat to the empty brake cylinder. In the meantime the

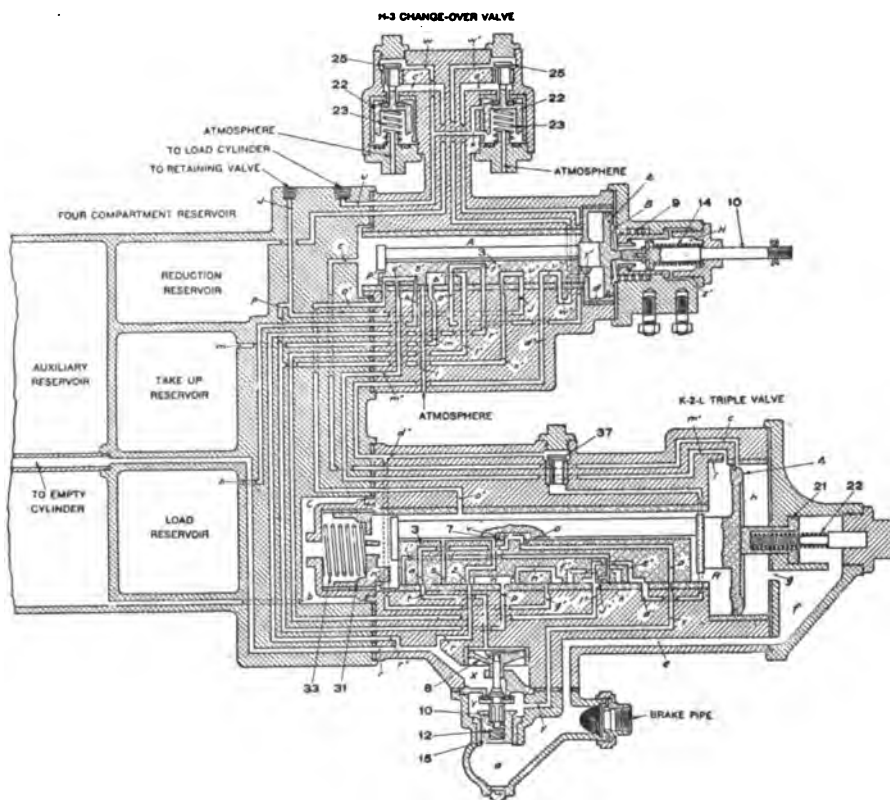


Fig. 14. View Showing Triple Valve in Quick-Service Position and Change-Over Valve in Load Position. Diagrammatic



reached 12 pounds, when the pressure of spring 23 (at the left) will be overcome, permitting valve 22 to seal against its lower seat. This permits check valve 25 to seat, thus separating the load cylinder and reduction reservoir. Air from the auxiliary and load reservoir will now continue to flow to both brake cylinders until the pressure in chamber R becomes slightly less than that in the brake pipe when the triple piston will move back until the shoulder on the stem strikes the slide valve, in which position the graduating valve, which was also moved back at this turn, closes the service port, thus cutting off the flow of air from the reservoirs to the brake cylinders. The triple valve is now said to be in lap position; the change-over valve does not change its position.

If it is desired to make a heavier application, a further reduction of brake-pipe pressure is made and the operation described above is repeated, until the air in the reservoirs and brake cylinders has become equal, after which any further reduction of brake-pipe pressure is a waste of air. About 20 pounds reduction of brake-pipe pressure will cause the brake to set in full.

**Q.** Explain what takes place in a release of the brake following a recharge of the brake pipe.

**A.** An increase of brake-pipe pressure is felt in chamber *h* in front of the triple piston 4, causing it to move to the left or release position. In this position air from both empty and load brake cylinders is free to escape to the atmosphere through the retaining valve; when the pressure in the load brake cylinder has dropped somewhat, spring 23 (at the right) will raise valve 22, thus uncovering port *x* and thereby creating a secondary opening from the load brake cylinder to the atmosphere. The reduction reservoir air flows through passage *c'* and raises check valve 25 and passes into passage *w* and *x* to the retaining valve.

Where the retaining valve is in use, that is, the handle turned up, the air is not exhausted from the reduction reservoir.

The recharge of the auxiliary reservoir, load reservoir and take-up reservoir is the same as previously explained.

**Q.** Explain what takes place when an emergency application of the brake is made.

**A.** When a sudden reduction of brake-pipe pressure is made, the triple piston and its valves will move their extreme travel to the right, opening port *t* in the seat of the valve and allowing air from the auxiliary reservoir to flow to the top of the emergency piston 8, Fig. 15, forcing the latter downward and opening emergency valve 10.

The pressure in chamber Y will immediately escape to the brake cylinder, allowing brake-pipe air to raise the check valve 15 and flow rapidly through chambers Y and X to the empty brake cylinder, until brake cylinder and brake-pipe pressure nearly equalize, when the check valve is forced to its seat by the check valve spring, preventing the air in the cylinder from flowing back into the brake pipe again. At the same time port *s* in the slide valve registers with port *r* in the seat, and allows air from the auxiliary reservoir to flow to the brake cylinders.

Air flows through the change-over valve to the load brake cylinder the same as in a service application.

**Q.** Explain how the brake is released following an emergency application.

**A.** The release of the brake after emergency is effected in the same manner as after a service application, but requires longer time owing to the high brake cylinder and auxiliary pressures and lower brake-pipe pressure.

#### FAILURE TO MAINTAIN PROPER PRESSURE

**Q.** My engine is equipped with the H-5 brake valve, and the other day after making a stop at station the brake-pipe pressure would not go back up to 70 pounds, which is our standard pressure. I took the feed valve off and cleaned it, but this did not help matters any, as there was no improvement. Next I screwed up on the adjusting screw, and could scarcely get 70 pounds when I moved the brake valve handle to release position. I then had the feed valve changed but the trouble was the same. Now, my idea of the matter is, that the supply valve piston is too loose a fit in its cylinder and this causes the feed valve to close too soon.

The pump stops when the pressure gets up to about 60 pounds, and then the pressure gradually sneaks up to 70 pounds. I can not find any ports in the feed valve or brake valve that are stopped up. Am at a loss to know where the trouble is; won't you kindly help me out? R. E. L.

A. It is, no doubt, understood that the feed valve controls the brake-pipe pressure when the brake valve handle is in running position, and failure to maintain the proper pressure may be due to any one of the following causes: pipes and passages through which the main reservoir air flows to the automatic brake valve partially stopped up; defective feed valve or its case gasket; brake pipe leakage greater than the capacity of the feed valve. Where the supply valve piston forms too loose a fit in its bushing, or the regulating valve not having sufficient lift, the supply valve will be moved to closed position before the proper brake-pipe pressure is obtained. It is evident, however, that your trouble was not due to a defective feed valve, as it is fair to assume that the valve you applied was in proper working condition. And, again, you state that placing the brake valve in release position would cause only a slow rise of brake-pipe pressure; this, of course, would indicate heavy brake-pipe leakage, which may be greater than the capacity of the feed valve above some certain pressure. In the above it is assumed that the proper main reservoir pressure is had. If, however, your engine is equipped with the S-F type of governor, and the feed valve closes too soon, the maximum main reservoir pressure will not be obtained. The reason for this is, that with this type of governor, the pressure above the diaphragm in the excess pressure head is obtained by a regulating spring pressure of 20 pounds, and the air pressure found in the feed valve pipe. Now, if for any reason the feed valve should close when the brake-pipe pressure was but, say, 50 pounds, the governor would stop the pump when the main reservoir pressure reached 70 pounds, and from this pressure we would get about 55 pounds in the brake pipe with the brake-valve handle in running position.

Whenever trouble is had in obtaining

the proper pressure, the first thing to note is the main reservoir pressure, and if the maximum pressure be had, we know that the pump and its governor are performing their part of the work. Then, with the brake valve handle in running position, if the desired brake-pipe pressure cannot be obtained, the trouble will be found in the feed valve; it is either defective or brake-pipe leakage is beyond its capacity.

#### WARNING PORT

Q. In the June issue of the JOURNAL a question asked by R. A. B. in regard to where the air comes from that flows through the warning port in the G-6 and H-6 brake valves, and the answer given states that the air flows through the warning port when the handle is in running position. Now, is not this a mistake, should it not have been running position?

J. T.

A. Yes; air flows through the warning port only when the brake-valve handle is in running position. The size of the warning port is 3-64 of an inch instead of  $\frac{1}{8}$  of an inch.

#### TEMPERATURE OF AIR PUMP

Q. What is the temperature of an air cylinder of pump when using 200 pounds steam pressure and working against 130 pounds main-reservoir pressure? J. T.

A. The temperature of the air cylinder is dependent on the rate at which the air is compressed, the pressure to which it is compressed, the condition of the compressor, the temperature of the air before compression, and as these conditions vary so will the temperature of the air delivered to the main reservoir. It is, of course, impossible to compress air without creating heat, as where the particles of air are crowded closer together the friction of one particle moving over another is responsible for the heat created. Therefore, the same amount of heat is created where compression takes place slowly as where the pump is run at high speed; that is, where the pressure to which it is compressed is the same. Now, if this be true, we may wonder why the pump will heat so quickly when run at high speed. This may be accounted for by saying that the heat of compression

sion has less time between each stroke of the piston to radiate or leave the cylinder. Where the pump is required to work against high pressure greater power is required, therefore more heat is created. The temperature of the air before compression has much to do with the final temperature, meaning by this that the higher the temperature before compression the higher will be the final temperature. The condition of pump has very much to do with the temperature, and probably the greatest cause for heating is due to worn packing rings or worn cylinder. Where the packing rings or cylinder are badly worn, air can leak by them in either direction; consequently, less air is taken into the cylinder, therefore less air is forced to the main reservoir, resulting in the pump having to make a greater number of strokes in compressing a given amount of air. Further, the air that leaks past the piston has had its temperature raised by compression, therefore, will raise the temperature of the incoming air before compression, resulting in a still higher final temperature. From what has been said it may be seen that to arrive at a somewhat correct answer to your question several things must be considered.

However, taking a pump in a fair to good condition, making 140 single strokes per minute, working against 130 pounds main reservoir pressure, the temperature of the incoming air at 70 degrees will result in a final temperature of about 550 degrees.

#### LOOSENING OF TIRES

**Q.** We recently had a question come up in our school of instruction in regard to loosening tires by the locomotive brake creeping on. It was claimed by A that he loosened the tires on an engine due to the brake creeping on, and further stated that he watched the brake-cylinder gauge very closely and was positive that it did not indicate any pressure. Now B claims that the air gauge only indicates the pressure above the atmosphere, that, is, there would be 14.7 pounds in the brake cylinder and the gauge would not indicate it, and he thought this might be sufficient pressure to move the piston out of the brake cylinder and push the

shoes against the wheel, and the gauge would not show it. Is B right? A little light on this would be greatly appreciated. I would like to add that we use the air brake department of the JOURNAL as our text-book in our school of instruction and find it very profitable.

J. T.

**A.** The loosening of tires as explained by A is no uncommon thing, and therefore we may accept his statement as correct, even though the brake cylinder gauge did not indicate pressure. Possibly the average brake cylinder gauge will not indicate a pressure less than five pounds, yet this amount would be sufficient to cause the pistons to move out and bring the brake shoes lightly against the wheels. To make this more clear let us assume a 16-inch brake cylinder, the piston of which has 201 square inches area, and at five pounds per square inch, we would have a cylinder value or push down on the piston equal to  $201 \times 5$  or 1005 pounds, which would be sufficient to move the pistons, levers and rods, causing the brake shoes to bear lightly on the wheels. In regard to the claim made by B, would say that he is correct in so far as the gauge indicating pressure above that of the atmosphere pressure only. However, his second claim, that the brake applied due to the pressure of the atmosphere, is a mistake; as, if this were true, the brakes would never release, due to the fact that atmospheric pressure or greater than atmospheric pressure is ever present above the brake pistons. This may probably be best understood by saying that while we have atmospheric pressure above the piston, trying to force it downward, we also have atmospheric pressure under the piston trying to force it upward, and as the pressure is the same on both sides, it is the same as if there were no pressure on either side, or in other words, one pressure offsets the other; and it is on this account we employ the air pump to compress the air to a pressure above that of the atmosphere for the operation of the brakes.

#### CONTROL OF TRAINS ON GRADES

**Q.** Will you please let me know through our air brake department what may be considered good practice in braking



freight trains while descending heavy grades where Westinghouse equipment is used. L. M. N.

A. The methods of controlling freight trains on grades may, and do, differ to some extent on the different roads, each road issuing such instructions as may best protect the trains on their particular line. However, speaking generally, the first thought in grade work is to know that the brakes are in proper working condition on both engine and cars; that is, to know the air pump is in condition, the brake pipe free from leakage, piston travel properly adjusted, retaining valves and pipes free from leakage, and that none of the brakes leak off.

The control of trains when descending a grade would be no great hardship if the maximum pressure could be maintained, that is, if there were ample time between each application to fully recharge the auxiliary reservoirs, but it is here where we find our trouble; therefore, that which tends toward overcoming this difficulty should receive our closest attention. Failure to maintain the maximum pressure is only too often charged to the poor condition of the brakes and leakage found on cars on the train; while but little notice is taken of the waste of air on the engine, and this is especially true where the engine is equipped with the E-T type of brake. The automatic maintaining feature in the distributing valve is, in a great measure, responsible for this; meaning by this, that the locomotive brake cylinder pressure is maintained regardless of leakage in these cylinders; and the engineman and roundhouse inspectors finding that the brake on the engine will remain applied, neglect to report the brake cylinder packing leather leaking. Consequently, each time the engine brake is applied there will be a loss of main reservoir air. Let us imagine a train descending a grade where the engine and train brakes are used alternately in the control of the train; here we find the engine brake applied during the time the train brakes are being recharged, at a time when we are greatly in need of every pound of air the pump can furnish for the prompt recharge of all auxiliary reservoirs. Yet, at this critical time, air is

being wasted through the brake cylinders of the locomotive, which in turn imposes a greater hardship on the pump, causing it to heat, thereby decreasing its efficiency and as a whole resolves itself into a game of *guess work* as to whether or not the train may be safely controlled, and it usually terminates in the use of hand brakes. Therefore, too much cannot be said in regard to the inspection and care of the locomotive brake. The condition of the air pump should be carefully noted before starting over the grade, to know that both steam and air cylinders are properly lubricated, swab on piston rod cleaned and oiled, air strainer free from dirt and gum, and pump running at proper speed. The main reservoir should be drained, as now the air will be used about as fast as compressed, which means that there will be but little time for the air to cool in the main reservoir, therefore the moisture will be carried back into the brake system. To maintain the maximum main reservoir pressure is the work of the air pump, and for it to do this, requires the watchful eye of the engineer, as only too often air is wasted through leaky pipes leading to the different air operated devices; meaning the bell ringer, sanders, fire doors, cylinder cocks and power reverse gear, the leakage in any or all of these in addition to that generally found in the locomotive brake cylinders may very nearly equal the capacity of the pump. From this it may be seen that while the train brakes may be practically free from leakage, it is possible to waste all air through the different air-operated appliances on the locomotive.

Possibly, next in importance, in the control of trains on grades is to keep the speed of trains well in check at all times, as the brake power which may safely control a train at low speed may not be able to control it at higher speed. Therefore, in descending a grade, the brake should be applied just as soon as the speed will warrant an application without stalling the train; when careful note should be taken of the holding power of the brakes; after which the brake-valve handle should be moved to release position, and again the holding power of the brake, as held applied by the retaining valves, should be

carefully noted; and where this is done the engineer may form judgment as to what may be required for the safe control of the train.

It is generally conceded by those well versed in grade work that far better results are obtained where light applications and short holds are made, rather than heavy applications and a greater length of time between each application.

#### UNDESIED QUICK ACTION

**Q.** Will you please say if there be any defect which will cause the control valve, used with the L-T engine equipment, that will cause the brakes on both engine and train to operate in emergency when a service reduction is made? I recently had trouble with brakes going into emergency, while the man who took the train from me reported no trouble in handling the train. This has led me to believe that the trouble might have been caused by improper action of the control valve on my engine.

Any information in regard to this will be greatly appreciated, as we handle the long trains, and for the brakes to operate in emergency generally means the big hook.

H. A. R.

**A.** Where the control valve is equipped with a quick-action cap, the same defects that will cause a quick-action triple valve to operate in undesired quick action will also cause a similar action in the control valve; that is, the control valve will vent brake-pipe air to the brake cylinders, causing a sudden reduction of brake-pipe pressure which will be felt at the next operating triple valve, which in turn vents brake-pipe air, and so on throughout the train. Where the brake operates in undesired emergency and it is thought that the trouble is due to a defective control valve, apply the independent brake in full before applying the automatic brake; this will, as a rule, overcome the trouble. To determine if the control valve is responsible for the trouble, close the angle cock back of tank and make a service reduction. If the black hand, which indicates brake-pipe pressure, drops quickly, the control valve is at fault.

Where time is had, remove the triple piston and its slide valve from the control valve and clean carefully, also the

chambers in which these parts work, lubricate sparingly with engine oil, and on arrival at terminal report control valve to be cleaned and tested. If the control valve is not equipped with a quick-action cap the locomotive brake will not cause undesired quick action on the train.

#### LOCOMOTIVE BRAKES FAIL TO APPLY

**Q.** I am running an engine equipped with the E-T type of brake, and here some time ago had the following trouble: When making an automatic application the train brake would apply but the locomotive brake would not, but by placing the independent brake valve in application position the engine brake would apply. Now, as the distributing valve is used in both automatic and independent applications of the brake, if the brake will apply with the straight air why will it not apply with the automatic? B. L. F.

**A.** The locomotive brake may fail to apply due to any of the following causes: Pressure chamber not charged, or leakage from this chamber; leakage from the application cylinder or chamber, which may be past the drain plug, cylinder cap gasket, application piston packing leather or in application cylinder pipe; safety valve leaking or its regulating spring having no tension; distributing valve frozen; cut-out cock closed in brake-cylinder pipes or distributing valve supply pipe.

It sometimes happens that the locomotive brake will not apply when the engine is coupled to train and an automatic application is made, but will apply when the engine is alone. This is due to too loose a fit of the equalizing piston packing ring in its bushing.

When an automatic application of the brake is made, both the equalizing and application features of the distributing valve are brought into use, while when an independent application is made only the application feature is used; therefore, any defect which may exist in the equalizing portion will in no way affect the operation of the application portion in so far as the brake applying.

#### BROKEN FEED VALVE PIPE

**Q.** In reading through some back numbers of the JOURNAL, I noticed an answer

given to a question in the air brake department on what should be done in case the pipe leading from the feed valve to the automatic brake valve should break, in which it stated that the regulating nut of the feed valve should be backed off to save the waste of main reservoir air and the end of the pipe toward the brake valve should be plugged.

Now as the automatic brake-valve handle must be carried in release position to charge the brake pipe, and in this position the port in the rotary valve seat leading to the broken feed valve pipe is blanked, why is it necessary to plug this end of the pipe? I believe it is generally understood and expected of engineers on all roads that temporary repairs should be made as quickly as possible to avoid delay, and this is my object in bringing this point to your attention.

R. A. L.

A. Your criticism is most heartily welcomed and is extended to all the Brothers on any of the air brake articles that may appear in our JOURNAL, as it is by such criticism that we hope to arrive at or near the point of perfection. However, it will still be found necessary to plug the broken pipe toward the brake valve, even though the feed valve port is blanked by the rotary valve in release position. As, when the handle is moved toward service position, in making an application, the feed valve port will be connected to the brake-pipe port through the large cavity in the rotary valve. This will permit of the brake-pipe air rushing to the atmosphere, thus causing a sudden reduction of brake-pipe pressure, which in turn will cause an undesired emergency application of the brake.

#### BRAKE PIPE EXHAUST VALVE FAILS TO SEAT

Q. Here is another question on the brake valve: If the equalizing piston will not seat the brake-pipe exhaust valve when the brake-valve handle is moved to release or running position, what should be done?

Now the answer given to this question is: Close the cut-out cock under the brake valve, then make a heavy service reduction, after which move the brake-valve handle to release position. Now, I do not

understand why a service reduction is necessary as I have always overcome this trouble by closing the cut-out cock and then moving the brake-valve handle to emergency position and back a few times. Will you please explain why service position should be used instead of emergency?

R. A. L.

A. Where the brake-pipe exhaust valve does not seat properly it is generally caused by dirt on the seat of the valve, and the movement of the brake-valve handle suggested is for the purpose of removing this dirt. To make clear why a service reduction is made instead of emergency may be best understood when we say that to remove the dirt from the valve or its seat, it is necessary to cause a strong flow of air over these parts, which may be done, as you have outlined, by closing the cut-out cock under the brake-valve, then move the handle to service position, exhausting all air from the equalizing reservoir and chamber D; also from the short piece of brake pipe between the brake valve and cut-out cock. Now when the brake-valve handle is moved to release position, the short piece of brake pipe will charge very much quicker than chamber D and the equalizing reservoir; in other words, the pressure under the piston will build up much quicker than the pressure above it; therefore, the piston will rise, unseating the brake-pipe exhaust valve, allowing air at main reservoir pressure to escape through the exhaust port, which we hope will carry away the dirt that is preventing the proper seating of the exhaust valve. Where the brake-valve handle is moved to emergency position as you have suggested, there is no movement of the equalizing piston and its valve; consequently, any dirt held between the valve and its seat will remain there. At times, cinders and pipe scale will become imbedded in the valve or its seat when it will be found necessary to take the brake valve apart for cleaning.

#### ACTION OF DISTRIBUTING VALVE IN EMERGENCY

Q. Will you please explain what takes place in the No. 6 E-T distributing valve when an emergency application of the brake is made? The distributing valve is equipped with a quick-action cap. G. R. M.

A. When a heavy and sudden brake pipe reduction is made, as in an emergency application, the air pressure in the pressure chamber forces the equalizing piston to its extreme travel with sufficient force to compress the equalizing piston graduating spring and the rim of the piston to form a seal against the cylinder cap gasket. This movement causes the equalizing slide valve to close the port leading to the application chamber and at the same time open a port leading to the application cylinder, thus making a direct opening from the pressure chamber to the application cylinder only, so that they quickly become equalized. This cylinder volume being small, when connected with the pressure chamber charged to 70 pounds pressure, will equalize at about 65 pounds. At the same time, with the brake valve handle in emergency position, there is a small port called the blow-down timing port in the rotary valve of the automatic brake valve, which allows air from the main reservoir to feed into the application cylinder pipe, and thus to the application cylinder. With this connection we would obtain main reservoir pressure in the application cylinder were it not that the safety valve is now connected to this chamber and permits the air in the application cylinder to escape to the atmosphere at the same rate that the air from the main reservoir, feeding through the rotary valve of the automatic brake valve, can supply it, thus preventing the pressure from rising above the adjustment of the safety valve, which is 68 pounds. Where the high speed brake is used, that is, 110 pounds brake-pipe pressure, the pressure chamber and application cylinder will equalize at about 93 pounds instead of 65 pounds, but will be gradually reduced to about 75 pounds. The reason why the pressure in the application cylinder does not fall to 68 pounds, to which pressure the safety valve is adjusted, is because the inflow of air through the brake valve is greater, due to the higher main reservoir pressure used. Pressure forming in the application cylinder causes the application piston and its valves to move to application position, in which the exhaust valve closes the exhaust port and the application valve opens

the application port, thus allowing air from the main reservoir to flow to the brake cylinders; the distributing valve is now said to be in full emergency position. All parts remain in the position just described until the brake cylinder pressure slightly exceeds the application cylinder pressure, when the application piston and application valve will move back just far enough for the application valve to close the application port, or to what is known as emergency lap position. In the meantime, when the equalizing piston first moved to emergency position, the knob on the piston striking the graduating stem causing the latter to move and take with it the emergency valve, opening a port in the seat of the valve, allowing brake pipe air to flow down on top of the check valve, forcing it from its seat, and on to the brake cylinders. Brake pipe air will continue to flow to the brake cylinders until the pressure equalizes, when the check valve will be forced to its seat by its spring, preventing air in the brake cylinders from flowing back into the brake pipe.

In the release of the brake following an emergency application, the movement of the brake valve is the same as that following a service application, but the effect on the distributing valve is somewhat different. Where the equalizing piston, equalizing valve, and graduating valve are forced to released position by the increased brake-pipe pressure, the application chamber, which was cut off during the application of the brake, will now be connected to the application cylinder. The air in the application cylinder will at once expand into the application chamber, thus causing a drop of pressure in front of the application piston, which will result in a drop of brake-cylinder pressure equal in amount to the drop of application cylinder pressure. Therefore, when the brake valve handle is moved to release position, following an emergency application, the brake-cylinder pressure will automatically reduce to about 15 pounds, where it will remain until the automatic brake valve handle is moved to running position. When the equalizing piston moves back to release position, the graduating spring will move the graduat-

ing stem and emergency valve back to normal position.

#### K-1 AND K-2 TRIPLE VALVES

**Q.** Will you please explain what is meant by the terms K-1 and K-2 triple valves? One may see either of these terms stenciled on the side of a car, and I have often wondered what information they were intended to convey.

**B. C. P.**

**A.** The symbols K-1 and K-2 indicate a type and size of triple valve. The letter indicating the type of valve, while the figure indicates the size of the valve. The K triple valve is made in two sizes: the K-1 valve is for use with eight-inch brake cylinder, while the K-2 valve is used with ten-inch cylinders. Therefore, when you see a car stenciled K-1, it means that the triple valve on that car is of the K type, and of a size to be used with an eight-inch brake cylinder.

#### PUMP GOVERNOR

**Q.** Will you please explain what defects will cause the pump governor to shut off the steam and stop the pump before the proper main reservoir pressure is obtained? I am running an engine with the old G-6 equipment and here lately have had trouble with the pump stopping before the full pressure was had.

**B. A. L.**

**A.** For the steam valve in the governor to close before the desired main reservoir pressure is obtained, it means that air must be leaking into the chamber above the governor piston, forcing it downward, thus seating the steam valve.

Would therefore expect to find the pin valve or its seat at fault; as it is here air may leak by. There is always more or less leakage past the pin valve, but the governor is not, as a rule, affected by this leakage, as the vent port, located in the neck of the governor, will generally relieve any air leaking into the chamber above the governor piston. If, however, the vent port be stopped up and the pin valve leaking slightly, pressure will accumulate above the governor piston and cause the steam to be shut off from the pump. Therefore, would suggest that you first clean the vent port; this failing to give you relief, it will be necessary to

take the governor apart and examine the pin valve.

#### INCREASE OF BRAKE-CYLINDER PRESSURE

**Q.** We recently received a lot of new freight engines that have the New York L-T type of brake, and while I have been getting along fairly well with it, yet there are a number of things about it that I do not understand, therefore am taking the liberty of asking the JOURNAL for a little information. I have noticed that, after making a light automatic application and the brake-valve handle returned to lap, the engine brake-cylinder pressure will continue to increase, and at times to such an extent that a partial release is necessary to prevent the driving wheels from sliding. Now what causes this increase of pressure? **STUDENT.**

**A.** For the brake-cylinder pressure to increase above the amount that should be obtained for a given reduction means that the control reservoir pressure has also been increased. No doubt, it is understood, that the pressure obtained in the brake cylinders is entirely dependent on the pressure in the control reservoir. Now this pressure may be increased by leakage of air into this chamber, or brake-pipe leakage making a heavier reduction. If brake-pipe leakage be responsible for this, increased brake power on the train will be noticeable, and the black hand on the gauge will indicate the drop in brake-pipe pressure. Leakage of air into the control reservoir may come from the auxiliary reservoir, past the triple slide valve, or from the main reservoir past the rotary valve or body gasket in the automatic brake valve. To determine whether it be the slide valve or brake valve which is at fault, charge the brake to 70 pounds and then make a 10-pound brake-pipe reduction; this should give a brake-cylinder pressure of about 25 pounds. Now, if the pressure continues to increase until 50 pounds is had in the brake cylinder, it is fair to assume that the slide valve is leaking, thus allowing auxiliary reservoir air to feed into the control reservoir; and the reason for this assumption is the auxiliary reservoir when charged to 70 pounds will equalize at 50 pounds when connected to the control reservoir, as it would be

where leakage existed. The brake-cylinder pressure increasing to the adjustment of the safety valve would indicate leakage past the automatic brake valve, meaning the rotary valve or body gasket. Another method of testing would be: With the brake charged and in release position, disconnect the control reservoir pipe, which is the lower pipe on the right side of the control valve, and note if leakage be coming from the control valve or automatic brake valve.

#### BLOW AT DIRECT EXHAUST PORT OF AUTOMATIC BRAKE VALVE

**Q.** What defect will cause a blow at the exhaust port in back of brake valve? **STUDENT.**

**A.** This may be caused by leakage past the rotary valve of the automatic brake valve or leakage from the control valve. To determine if the leak be in the brake valve, place the handle in holding position, disconnect both the release pipe and control reservoir pipe, and note whether the air comes from the brake valve or control valve.

#### BRAKE FAILS TO RELEASE

**Q.** What defect will prevent an automatic application of the brake being released when the handle of the straight air brake valve is moved to its full forward position? **STUDENT.**

**A.** Assuming that the movement of the independent brake-valve handle did unseat the special release valve, and that all pipes are open, if the locomotive brake does not release, would expect to find the release pipe and control reservoir pipe crossed; that is, the control reservoir pipe connected at the release pipe connection and the release pipe connected at the control reservoir pipe connection.

#### BLOW AT CONTROL VALVE EXHAUST PORT

**Q.** What defect will cause a blow at the control valve exhaust port? **STUDENT.**

**A.** A blow at the exhaust port when the brake is released would indicate a leaky application valve, or where the control valve is equipped with a quick-action cylinder cap, a leak past the emergency valve will also cause a blow at this port. If there be a continuous blow at the exhaust port when the brake is set,

it would indicate a leaky exhaust valve. An intermittent blow at the exhaust port, the brake remaining applied, indicates leakage past the application valve or emergency valve; but if the brake finally releases would indicate light leakage from the control reservoir or its connections.

#### LOCOMOTIVE BRAKE RELEASES

**Q.** What defect will cause the engine brake to release when the automatic brake valve handle is returned to lap position following a service application of the brake? **STUDENT.**

**A.** This is caused by leakage from the control reservoir or its connections, or past the special release valve. When testing for leakage in this pipe place the automatic brake valve handle in full emergency position while trying to locate the leak; this will insure pressure remaining in the pipe while test is being made.

**Q.** Where the brake remains applied with the brake valve handle in lap position, but releases in release or holding positions, where is the trouble? **STUDENT.**

**A.** This is caused by leakage in the control valve release pipe, which is the upper pipe at the right.

#### LOSS OF ENGINE BRAKE

**Q.** What defects, if any, will cause a loss of the locomotive brake with the L-T equipment? **STUDENT.**

**A.** The breaking of any one of the following pipes will cause a loss of the automatic brake on the engine: Main reservoir supply pipe, which is the middle pipe on the right side of the control valve; control reservoir pipe, which is the lower pipe on the right; brake cylinder pipe, which is the upper pipe on the left; or brake pipe branch pipe, which is the lower pipe on the left.

By plugging the control reservoir pipe connection at the control valve the brake will be restored, but the independent release feature and high emergency brake cylinder pressure will be lost. Any of these defects, with the possible exception of the brake cylinder pipe, will not affect the independent brake.

The independent brake will be lost if the reducing valve sticks in closed position or its pipe breaks, or the brake cyl-

in der pipe breaking. Where the brake cylinder pipe breaks between the double check valve and the cut-out cocks in the pipe leading to the different brake cylinders, both automatic and independent brakes are lost; whereas, if the break be between the control valve and doublecheck valve, the automatic brake only is lost; while if the brake be between the independent brake valve and double check valve, the independent brake alone is lost.

#### UNDESIRED EMERGENCY

**Q.** If, when braking a train, and a service reduction is made, the brakes apply in emergency, can the trouble, in any way, be charged to the L-T equipment?

**STUDENT.**

**A.** This all depends as to whether or not the control valve is equipped with a quick-action cylinder cap; if it is, and the triple valve portion of the control valve is allowed to become defective or dirty and develop undue friction, it may move to emergency position when a service reduction is made, and if it does, quick action will be transmitted through the train. The reason for this is, that where the triple valve portion moves to emergency position, the emergency valve in the quick-action cylinder cap is moved, opening the emergency port, allowing brake-pipe air to flow to the brake cylinders, thus making a sudden reduction of brake-pipe pressure which is felt at the next operating triple valve, causing it to move to emergency position, and so on throughout the train. Therefore, a defective control valve when equipped with a quick-action cylinder cap may be responsible for undesired quick action, the same as any other quick-action triple valve in the train.

However, where the quick-action cylinder cap is not used, and the triple valve portion of the control valve assumes emergency position, the train brakes will not be affected, as with the plain cylinder cap brake pipe air is not vented. Putting this in another way, with the plain cylinder cap the action of the control valve is much the same as the plain triple valve; while with the quick-action cylinder cap the action is similar to the quick-action triple valve.

#### HUMMING FEED VALVE

**Q.** I noticed a question in the JOURNAL about the humming feed valve. Wish to say that I have found that this trouble may be overcome by putting a little heavy oil between the diaphragm plates of the feed valve.

**A. O. S.**

**A.** Your method will, no doubt, give temporary relief, that is, will stop the humming for a time. But when the oil has worked out the same old trouble will again be had. Cutting off the drawn-out ends of the regulating spring will stop the trouble for all time.

#### TESTING AIR SIGNAL LINE PRESSURE

**Q.** I am running an engine in passenger service and we have the old G-6 equipment on our engines, and I would like to ask a question on the air signal. How can you tell what pressure the signal line is charged to, no test gauge being furnished? My reason for asking this question is, here the other day, we had an engine failure due to the air signal not working properly, and the conductor reported that the signal line was not charged to the proper pressure. Now, how did he know what pressure was in the signal line, and how could I have proven that the line was fully charged, keeping again in mind that we had no test gauge? Please understand that I am not seeking this information for the sake of starting an argument with the conductor, but as the report now stands the engine is held for the failure and I would like, if possible, to clear my record.

**R. G. S.**

**A.** Where no test gauge is at hand the pressure in the signal line may be determined by the following: Stop the pump and then open the drain cock on the main reservoir, then watch the red hand on the air gauge. When the air whistle blows, the red hand will at that time indicate a trifle less pressure than is being carried in the signal line. The reason for this is, when the main reservoir pressure becomes slightly less than the pressure in the signal line, air from the signal line will feed back into the main reservoir, causing a reduction of signal line pressure, which in turn will cause the whistle to sound a blast. There is no means

known to the writer where the conductor can determine the exact pressure in the signal line; but, by paying close attention to the force of the exhaust at the car discharge valve when pulling the cord, one may form a very fair idea of the pressure carried. The engineer may also determine, in a general way, the pressure carried, by noticing the force of the blast when the whistle blows.

### Questions and Answers

BY JAMES GREGORY

**Q.** What causes the variations in amount of water evaporated per pound of coal? One trip engine will evaporate eight pounds of water per pound of coal, while on some other trip the ratio will drop as low as three.

T. A. S.

**A.** Assuming engine and conditions are similar, it resolves itself into a question of proper handling of engine on the part of both engineer and fireman. Variations of quality of fuel would make a difference, as would difference in train tonnage, but the fireman is the most important factor in the case.

**Q.** Your answer to my question regarding cut-off was right, but a point I want to know is how could it be determined from the cab at just what cut-off an engine is working in?

T. A. S.

**A.** The only way is to take the points of cut-off of valve and mark them on the quadrant. Formerly many engines had the points of cut-off marked that way, but the practice seems to have been discontinued.

**Q.** In some places the arch in firebox is set against flues; in others there are bricks, or what are called space blocks, set between arch and flue sheet. Why this difference?

W. R., Div. 10.

**A.** It depends on the size of firebox or height to which forward end of arch may be run whether space blocks are used or not. If the forward end of arch is very low, so it is difficult to keep fuel properly supplied without banking fire there, it is best to have a direct circulation of draft through that part of the fire into the flues. Where the space between the forward end of arch and grate is liberal, the arch may be run down against flue sheet with less danger of banking fire at for-

ward end of firebox. It should also be understood that there is a certain degree of pitch necessary for arch to have so cinders will be carried off the arch by the current of draft, and that amount of pitch cannot be had in the case of a shallow firebox without cramping the space at forward end between arch and fire. The purpose of running arch against flue sheet is to protect flues from direct contact of air through forward end of firebox, where, on account of the difficulty of keeping fire in proper shape, the cold currents of air through that point are likely to cause flues to leak.

**Q.** What is the cause and what is the remedy for hot crank pins? What will cause pins to crystallize? Will powder from fusee or white lead cause it if used in rod cups?

E. J. B.

**A.** The chief causes of hot pins are being out of round, ill-fitting or tightly keyed brasses and insufficient lubrication. The remedy is to correct these faults.

As to crystallization of pins, it is the result of service of vibration due to knocks and pounds and is a condition hastened by neglect to key brasses properly; key so as to keep lost motion down to the minimum. It will not be caused by any of the lubricants you mention.

**Q.** What position should engine stand in to key front and back end of main rod?

E. J. B.

**A.** To key front end, place engine on either upper or lower quarter. To key back end, place on either forward or back center.

**Q.** What is the cause of scale in boilers, also its effect?

**A.** A scale is caused by the accumulation on the inside surfaces of boiler of the mineral matter contained in the feed water. Its effect on the heating surface of boiler, such as flues and firebox sheets, is to lower the efficiency of boiler for steam making, shorten the life of the flue joints at the firebox ends, cause flues to collapse because of overheating, also, in extreme instances, being the cause of burning and blistering of sheets of firebox.

**Q.** Speaking of weight on drivers, is it the weight of engine above axles or weight of engine and drivers?

E. J. B.



**A.** Weight of engine and drivers.

**Q.** What is wheel base? **E. J. B.**

**A.** There is driving wheel base and total wheel base. The first is the distance from the point of contact with rail of the forward driving wheel to the point of contact with rail of the rear driving wheel. The total wheel base is the distance between the point of contact of forward engine truck wheel to the point of contact of the rear driving wheel, or trailer if engine is so designed.

**Q.** In figuring out the working pressure of a boiler, what is meant by a safety factor of 4, or of any number? **E. J. B.**

**A.** Say you have a boiler, the bursting pressure of which is 600 pounds. Now if the factor of safety of that boiler is 4, it means it is safe to operate that boiler with a pressure one-fourth of the bursting pressure, which would be 150 pounds. If factor of safety is 5, the operating pressure will be one-fifth of 600, which is 120 pounds.

**Q.** Our engines here are equipped with piston valves inside admission. Our road foreman says he can put any of them in a certain position where it could not move itself with full pressure and lever in full stroke position either forward or back. Can it be done if engine is in proper working order? **J. H. R.**

**A.** No.

**Q.** What causes sight feed glasses of lubricators to color up so nowadays, and what can be done to prevent it? We need to see the feeds more now than ever with the superheater engines, that must have the oil all the time or something is likely to happen. **W. D. M.**

**A.** The coloring of water in sight feed chambers of lubricators came with the superheater oil, which has coloring matter in its composition. This coloring matter does not affect the water in sight chamber much while drop is passing up through it. It is after feed is stopped that the trouble takes place. It seems that when the oil comes in contact with the steam in oil pipes the coloring ingredient in the oil separates from it so that if throttle is opened when lubricator has been just shut off, oil and steam and all, that the flow of steam back from steam chest to lubricator blows this coloring

matter which lies in oil pipe back into sight feed chamber, causing it to look muddy.

To prevent this the lubricator should be shut off some time before lubricator throttle is closed on approaching end of trip; in this way the current of steam from lubricator, when engine is shut off, will tend to blow down whatever oil has been fed to oil pipes into steam chest, after which the lubricator may be shut completely off and the glass will be much clearer than if lubricator is handled in the ordinary way, that is, by leaving feeds work until trip is completed and the whole lubricator shut off at same time.

**Q.** How about shutting off and dropping lever down on superheater engines? There is some difference of opinion on which is the best way to eliminate piston rod packing burning out, as shown by the various practices on different roads. Should lever be let down as soon as it can be handled or not until engine is stopped?

**MEMBER.**

**A.** The recommended practice is to supply steam continually to cylinders while engine is moving and not drop lever down until engine is stopped. It doesn't make any difference how steam is supplied, but it should be in such quantity as to prevent cylinder cocks opening, also relief valves, if there be any, although there is no good use for a relief valve on superheater engine, if a drifting throttle is to be used. But this practice has its faults and they are likely to be serious ones, for if the engineer doesn't aim to shut off throttle until a passenger train is stopped he may make the mistake of not shutting off at all at some time, with the result that when stop is made and brake released the train may be moved before he realizes his oversight, and it is bad work to move a train while passengers are unloading or baggage or express matter being handled. There is no reason why throttle cannot be shut off before stop is made as when engine is moving slow enough so lever may be let down. By this time the cylinders have cooled somewhat and there is very little danger of hot gases being drawn into either cylinder from front end, for when the valve and piston on one

side are in position to do this the valve and piston on other side are in position to counteract that tendency to draw hot gases down through the single nozzle.

**Q.** In what way would the blowing off of a pop valve affect the working of an air pump? Would it be liable to cause it to stop? And how? **RUNNER.**

**A.** With water high enough in boiler the sudden release of steam by the pop raises the water into dome, where, through its dry pipe, the steam to air pump is taken, so it can be seen that the water may also get into pump in that way and will wash the lubricant off the pump bearings, which is sometimes enough to stop it.

**Q.** I am told the swab, as a means for lubricating rod packing, is being done away with. It is also said that the reason is to save the piston rod packing on superheater engines. Do I get that right? How will the change work out? **RUNNER.**

**A.** Piston rod packing does not fail on account of neglect to oil the rod directly, as with a swab. The idea of dispensing with the swab is to have the piston rod serve as an indicator to the condition of the cylinder in regard to lubrication. If, there is no swab, and the piston is lubricated all right, then it is safe to assume the inside of cylinder is also properly cared for in this respect, while if a swab is used the piston may look all right when the cylinder is not getting enough oil. Rod packing does not burn out from neglect to oil it, but rather from the high cylinder temperature due to excessive friction and blowing of steam by the dry piston when the cylinder lubrication is insufficient as to quality and quantity.

**Q.** When using a drifting throttle on a superheater engine—just enough steam so you know there is steam flowing to cylinder, will that steam carry oil to cylinder as well as to valves, and will the cylinder be properly oiled for drifting down long grades without having a cylinder feed direct from lubricator? **R. W.**

**A.** The theory of supplying oil to valves and cylinders with a single feed, as in the steam pipe, is, that the current of steam atomizes or spreads the oil over the bearing surfaces. This is true when the volume of steam used is such as to give the needed force to the current to accomplish

that, but when using a drifting throttle on engine having only a steam chest feed it is doubtful if the flow of steam is always enough to do that, for which reason the direct feed of oil to cylinder is most favored on roads having long grades.

**Q.** Before turning on steam, I opened feeds of lubricator and the oil rushed with just a slight opening of feed valves. I then opened steam valve and water valve but the flow of oil through feed nozzles checked up right away. There seemed to be less pressure behind the oil after steam was turned on than before. How could that be? **INQUIRER.**

**A.** It is likely the lubricator was filled cold, and when it became hot the oil expanded, creating a pressure greater even than the boiler pressure. When water valve was opened oil was permitted to expand up into water tube, thus relieving the pressure in oil reservoir so as to check the flow of oil through feed nozzles.

**Q.** Please explain how it is possible for a bend in oil pipe from lubricator to prevent oil flowing to cylinder? If the circulation is constant the oil will be carried to cylinder, and even if there is no circulation of steam the oil will flow to cylinders by gravity if lubricator is higher than cylinders, which it always is. If this is wrong, put me right. **H. A.**

**A.** Oil will flow from lubricator to cylinder, or valve chest, by force of gravity, but it should be understood that the oil is not flowing in a stream of full capacity of oil pipe, but in drops only, so that if there be no steam in oil pipe (for illustration), any upward bend or a sag in the oil pipe would represent a pocket, which would have to be filled with the drops of oil before any could pass that point.

It may be possible, if an abrupt bend is near lower end of pipe, the water accumulating there will, after a while, flush out the pocket, but at any rate, uniform supply of oil to steam chamber is prevented. The worst place for a pocket to form is near the lubricator, and that is where they usually are, for the oil pipes are often bent to accommodate other fixtures in cab, and sometimes because they are too long, or lubricator is too low to carry oil pipe with proper pitch across boiler to opposite cylinder.

**Q.** When oil accumulates in sight glass of lubricator, what is the matter and what the immediate or first aid remedy?

H. A.

**A.** The choke plug where oil enters from lubricator to oil pipe is clogged. Blow it back as you would a hose strainer, as follows: With no pressure in lubricator, shut steam valve; then open throttle, and steam coming back through oil pipe will remove obstruction, blowing it into sight chamber and out where feed valve has been removed.

**Q.** What would cause an injector to break when switching, that works all right standing or running along? We changed injector but with the same result. • Opposite one works all right.

**A.** The fault is most likely due to a defective dry pipe to that injector. The pipe may be split or there may be no dry pipe at all, so that when switching, water surging back, as when making a quick stop, will get into steam pipe, and "break" injector.

**Q.** From what I have read and observed it seems to me that all the late improvements in valve gear design have become so chiefly because of reduced first cost and expense of maintenance. The matter of steam distribution seems not to have been improved upon to any appreciable extent. Since that is so, why not adopt a standard of adjustment of valve gear for all classes of engines just as the Baker valve gear has been standardized to suit all sizes of engines?

INQUIRER.

**A.** It is true there has been no improvement in steam distribution in locomotive cylinders by modern valve gears over that given by the Stephenson link motion for so many years, but that has not been the chief aim of inventors, and those who did aim in that direction rarely got very far, but others, whose desire has been to promote economy and durability, have succeeded in that direction, but yet there is nothing in the new gears that will enable the engineer to operate the engine to the best advantage unless the valve gear is especially adjusted to suit the class of service the engine is engaged in. A passenger engine may have valves set to gain the best steam distribution in forward motion, though the adjustment may ham-

per the engine for work in back motion. The same is true of fast freight engines, but with engines hauling dead freight tonnage, requiring the maximum starting power, with no consideration for speed, a different adjustment of valve gear must be had, so it is not practicable to standardize the setting of valves for various kinds of service though a standard type and size of valve gear is possible as witnessed in the Baker gear, to which you have referred.

**Q.** Have seen some engines being shipped over our line recently, having two domes.

I used to fire engines with double dome, but they were set far apart; the ones I saw lately were close together. What purpose does the extra dome serve? Is the dry pipe run to both of them?

H. D.

**A.** The extra dome you saw merely serves as a manhole for boiler inspection, thus avoiding the disturbing of stand pipe as where one dome only is provided. The dry pipe does not run to the second, or rear dome.

**Q.** How can it be known by sound of exhaust on a Stephenson link engine, if lame, whether the fault is with the eccentric or blade? Also could engine be squared by sound, as she doesn't get to terminal excepting for washout.

H. D.

**A.** The fault can be located by the sound of exhausts. If it is the eccentric that is out, the force of exhausts will be the same at each end of stroke on that side, although they may be weaker or stronger than those of other side. If the trouble is from eccentric rod, the exhausts will be of uneven force on the defective side. If familiar with the work of engine before becoming lame, it is easy to detect which eccentric is out. If not, better let the job go, unless it is a bad case. If the lameness is due to a long or short eccentric rod, it is a simple matter to correct it so steam will be divided evenly on that side and cause even exhaust force from both ends of cylinder.

**Q.** Would the burning out of piston rod packing affect the power of engine, if engine steamed well enough to overcome the waste of steam so as to hold up boiler pressure on superheater engine?

R. D. M.

**A.** It certainly would. If packing is gone only on one side, the power of engine is weakened. This is particularly true of engine working at a short cut-off, but even if worked at full stroke, as at starting, the power of engine is reduced, no matter if the pressure is held up to the popping point.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

ANDREWS, S. C., July 7, 1916.

**EDITOR TRAIN RULES DEPARTMENT:** Please answer the following questions through the JOURNAL. There has been much discussion as to the proper answers.

1. What is a train of the new time-table?
2. What are fixed signals, where located and what instructions govern their use?
3. How will switch engines be governed with regard to first-class trains?
4. When signals displayed for a following train are taken down at any point except a registering point between division or terminal points, under what conditions may the train proceed?
5. If the train for which signals were displayed leaves the main line at a point where there is no operator, switch tender, or other provision for the purpose, what must be done?
6. How will conductors be governed at registering points when carrying signals for a following train to an intermediate point?
7. When an order has been transmitted preceded by the symbol 19, how is it to be handled and when is it ready for delivery?
8. Under what circumstances can the 19 train order be used?
9. What should the signature be preceded by?
10. What must each operator give after the transmission and response?
11. What is required when orders are

delivered to trains at superintendent's office?

12. For what other purpose than "stop" is the red signal used? MEMBER DIV. 435.

**A. 1.** A train of the new time-table is a train which is authorized by a schedule of the new time-table that is due to leave its initial station after the new time-table takes effect. For example, No. 1 is due to leave its initial station at 1 a. m. on the old time-table and at the same time on the new time-table; new time-table takes effect at 12.01 a. m., or 59 minutes before the old time-table could authorize a train. In this case No. 1 would run at 1 a. m. and would be a train of the new time-table.

2. Slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disc, ball or other means of indicating stop, caution or proceed. Fixed signals may be located at any point. The instructions governing the use of a fixed signal are usually found in the Book of Signal Rules. But sometimes bulletins are issued covering the use of certain fixed signals.

3. Switch engines will be governed by Rule 93 and special yard instructions with respect to first-class trains.

Usually yard engines are required to keep clear of the time of first-class trains but may work on the time of second-class trains by protecting.

The manner in which protection will be given within yard limits depends upon local conditions. Sometimes special signals are set on either side of the yard and yard engines work under the protection of such signals. Other roads depend upon automatic signals, etc.

4. The train may proceed after the conductor has arranged in writing with the operator, or switch tender, or a flagman left there to notify all opposing trains that the section for which signals were displayed has not arrived. In addition to this the conductor must notify all opposing inferior trains or trains of the same class until the fact that the signals were carried has been registered at the next register station. Sometimes the dispatcher arranges to notify all opposing trains, in which case the conductor is ex-

cused from making arrangements as above.

5. Unless otherwise provided, the conductor must notify opposing trains of the same or inferior class until a register station is reached.

6. The register must show that No. 1 displayed green signals A to B, and in place for signals it must be marked "None."

7. Operators receiving a 19 order must repeat it back to the dispatcher in the succession in which the order was addressed, and each operator must observe whether the others repeat it correctly, after which the dispatcher will give "complete" and time, which must be noted on the order, and it then becomes ready for delivery.

8. In any circumstances, unless there is a restriction placed upon it, except that when sending orders to a train at blind siding, as per Rule 217, which restrict the rights of the train at blind siding, a 31 order should be used.

9. The text of the order.

10. Nothing at all.

11. The requirement is the same as at other offices.

12. A red signal is used for no other purpose than stop.

BELLELEVILLE, ONT., July 10, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
I would like light on train order Form E, examples 1 and 2. The schedule of No. 1 is as follows: A 10:30 a. m., B 10:45 a. m., G 11:00 a. m., H 11:15 a. m.

Example 1. "No. 1 run 20 minutes late A to G."

Under this order, what time must an inferior train in the same direction clear the main track for superior first-class train? Also what time may No. 1 arrive at G? Only one time is shown at G.

Example 2. "No. 1 run 20 minutes late A to G; 15 minutes late G to H."

Under this order, what time can No. 1 arrive at G? In the two examples named, does it make any difference in the arriving time at G?

In setting me right you will be doing several of us a favor, as there is much discussion on this point.

ENGINEER.

A. Example 1 makes the schedule time of No. 1, between the stations mentioned, 20 minutes later than the regular schedule, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time.

The time at which an inferior train would have to clear No. 1 at B, under order No. 1, is 10:50 a. m., providing that the stations named on No. 1's schedule are open offices (if block signal of the manual type is in use).

No. 1 may arrive at G as soon as possible after leaving B 20 minutes late (at 11:05 a. m.).

Under Example 2, the order makes the schedule time of No. 1 as much later as stated in the order.

No. 1 may arrive at G, as no arriving time is shown, as soon as it can (if no speed restrictions) after leaving B 20 minutes late.

It makes no difference in the time No. 1 may arrive at G whether No. 1 is moving on Example 1 or 2. But on Example 2 No. 1 cannot leave G less than 15 minutes late.

It being understood that no time is shown at any point between B and G.

MARYSVILLE, O., July 2, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Engine 176 holds an order to work extra between A and G from 7 a. m. until 6 p. m., and also has an order to meet extra 82 at D. At 6 p. m. the work extra is dead. Can extra 82 proceed at 6 p. m.?

A READER.

A. Under the above orders it would be the duty of extra 82 to remain at D until the work extra arrived at D or until the order to meet work extra 176 at D is annulled.

Form A, fixing a meeting point between opposing trains, states definitely that trains receiving the meeting order will run with respect to each other to the designated point and there meet in the manner provided in the rules.

If it was the intention of the dispatcher that the extra should move after 6 p. m. in case the work extra was not at D at that time, a wait order should have been used instead of a meeting order.

## Questions and Answers

BY JAMES GREGORY

**Q.** What effect do you consider wet rail has on train resistance and working of engine? Is it harder to make time on a wet rail? M. M. D.

**A.** When we regard flange friction as a strong factor in train resistance the wet rail should be an advantage, as the effect certainly would be to lubricate the wheel flanges and rail so as to reduce friction there. It is also true that some dust and other matter collects on top of rail in dry weather which will cause wheels to run with more rolling friction than if rail is perfectly clean, as when washed off by rain.

As to working of engine, the advantage is the same on wet rail as with cars, in so far as clean surface and reduced flange friction counts, but the adhesion of driving wheels to rail sometimes becomes less, and often sand must be used, thus retarding train movement, when it would not be necessary on a dry rail. An engine will slip easily when the first drops of rain fall, or when rail is wet from a dense atmosphere, or from a heavy dew, for then a film of moisture is held on top of rail by the matter deposited there when the rail was dry. The first shower will also cause slippery rail, especially in warm weather when there is likely to be some loose oil on trucks and bodies of cars that will be dropped to the rails; but after a hard rain rail gets better and is never so good, train resistance and adhesion of engine considered, as after a long, hard rain.

**Q.** How do large nozzles cause fire to clinker? H. H.

**A.** Large nozzles will not cause clinker to form on grates unless they are so large engine has not draft enough to keep up the high firebox temperature necessary for steam making. The size of nozzle may be all right, but the draft may be sluggish from other causes, such as leaks in steam pipe joints, or nozzle box, or flues, or improperly adjusted draft appliance in front end. These faults have the effect of weakening the draft circulation and low firebox temperature results, thus producing the ideal condition for form-

ation of clinker, as the iron in the coal fuses and runs together at a low temperature.

With a large nozzle the tendency to clinker is of course increased, as any slight faults in other parts, as already named, would be more likely to weaken the draft than if the nozzle were smaller, as the more violent circulation produced by the smaller nozzle might overcome some defect so as to still maintain the required draft for high temperature and thus prevent the fusing of metal in the coal and the formation of clinker on the grates.

Heavy firing, upsetting of fire with movable grates, hooking or ploughing of fire in such a way as to bring the green coal to the bottom, are also means to promote clinking, but the point to bear in mind is that low firebox temperature at some point is what causes the clinker, and anything that will produce this should be avoided.

**Q.** Is there any difference in power of engines with Walschaert and Baker valve gears? R. S.

**A.** The difference between these gears is chiefly in the quicker valve movement of the Baker when admission is taking place. This also affects the opposite end of cylinder at the same time by affording a more free passage of exhaust. It is not known to what extent these features aid the development of power, but it is sure they operate favorably to the Baker gear, which by reason of the fact of its being free from the faults of the lost motion due to the slip of the link in other valve gears is also more positive in its valve movement.

**Q.** Would you consider it economy to send an engine out of back shop without fitting up driving boxes just to save the expense of doing so, also without taking lost motion out of valve gear? We have been getting engines out of back shop with only boiler work and tire work done, and they don't handle trains as is expected of them. Engines are pooled. Does it pay to send them out that way and would they not be better able to handle the tonnage if the lost motion in valve gear and driving boxes were taken up? If it doesn't pay, why is it done? W. W.

A. There is a tendency where the change is just made from the regular to the pooled engine plan to turn the power out of the shop any old way so they look all right and the boiler is tight. The tire is turned because the track department demands it and can easily see if it is not done. The boiler and flues are made tight or the engine might not go at all; but the taking up of lost motion you mention is sometimes neglected. It may happen the allowance for upkeep of engines is not enough, or it may be the motive power department is making for itself a record in economy. In either case the result is damaging to the interests of the company, for engines with loose boxes and wobbly valve motion cannot do good work. Not only is their work below par at its best, but the liability to engine failure is greater when working parts are permitted to become worn so as to knock and pound. This condition doesn't last long on a well-regulated road; in fact, is not permitted to exist at all; but wherever such a state of affairs is found you may be sure the work of the power is never satisfactory to the transportation department.

Q. The engine using saturated steam is usually considered as being stronger at starting a train than the one using superheated steam. We are told there is a loss of power with saturated steam of about 25 per cent, through condensation; then why is the starting power just as good, and many claim it is better, with saturated steam?

H. D.

A. The impression that starting power of engine using saturated steam is better than one using superheated steam is wrong. When your engines using superheated steam first arrived, their weakness at starting was shown in comparison with engines of the same general proportions, for the good reason that some of the engines using saturated steam had tires run perhaps to a second turning. This would give such engines some advantage over the superheated engines on account of the gain of leverage in the reduced diameter of driving wheels of the saturated engines.

As for the effect of condensation on the starting power of saturated engines on account of percentage of lost power charged

to it, the loss is not shown in the power to start, as the pressure on pistons, when direct flow of steam to cylinders is provided, is backed up by the full boiler pressure. Still there is a loss just the same, due to contract of steam with comparatively cold cylinder surfaces, and is greatest at short cut-offs, but it is a loss charged to consumption and is not shown in the starting power. It is this loss the superheater was designed to overcome, which it does, so if the superheater engine shows any weakness in starting trains that cannot be traced to difference in wheel diameters, it may be charged to the fact that on many roads there is a higher tonnage given these engines than those using saturated steam. Under like conditions, there should be no difference in starting power where the tonnage is equal.

Q. Some say it is the proper thing to open cylinder cocks and leave them open while engine is foaming or working water; others say not. Which is best, and why?

W. R., Div. 10.

A. The cylinder cocks are for the purpose of discharging condensed steam at starting of engine that has been standing long enough to cool cylinders somewhat. As to their use at any other time to prevent damage to cylinders, or pistons, or other parts, the better way is to correct the fault by preventing its occurrence. There is no good excuse for working water through cylinders under any conditions. If the boiler is so foul the throttle cannot be opened far without carrying water to the cylinders, don't open it so wide and the engine will be found to do more work than with a wider throttle, which causes water to pass from boiler to cylinders. There is a tendency to use cylinder cocks too much anyway. We often see them open when starting a train and left open too long, wasting good dry steam and power needed to get headway. With engine working at short cut-off there is no good reason for opening cylinder cocks.

Q. In what way could firebox sheets be overheated by foaming if engine was carrying a good solid gauge of water at the time? I have just read of that being possible, but no explanation was given. Would it be dangerous?

**A.** The firebox sheets would not become overheated if carrying one "solid" gauge of water, but you would not be carrying solid water if engine were foaming, and no matter how much solid water in boiler when throttle would be shut off, it would not be "solid" water, but more like suds, when foaming, and it would not conduct the heat away from the firebox sheets readily. It may also be said that overheating in this way would not seriously weaken the boiler.

**Q.** When a feed nozzle of lubricator stops up, a quick remedy is needed. Is there any way the trouble can be overcome without delay?

RUNNER.

**A.** Foreign matter in the oil flowing to feed nozzle is what stops the feed. Something gets into the nozzle that cannot go through it. The thing to do, evidently, is to reverse the circulation and blow the obstructing matter in the nozzle back into lubricator. To do this, shut off water valve, draw off some pressure from lubricator through waste cock, open feed wide, and if throttle is open on engine the greater steam chest pressure will now force water and steam back through feed nozzle into oil reservoir, and in that way may dislodge any obstruction in the feed nozzle. In this case, as in all others of its kind, the preventative is best, so keep lubricator clean by frequent blowing out, also strain oil when filling valve oil can.

**Q.** How could you determine when superheater engine was foaming?

A. K.

**A.** When a water-glass is used the foaming can be seen in the unsettled action of the water in it. If engine is foaming badly it will be indicated by the sound of exhaust, the dense vapor at top of stack or the effect on the lubrication of valves and the jerky action of reverse lever.

**Q.** Is the by-pass valve intended to relieve cylinder pressure when engine is working water? I am told that such is the case on account of the piston valve not giving relief when water is primed into cylinders as the slide valve did.

W. M.

**A.** The by-pass valve will relieve pressure from water primed into cylinders; in fact, no pressure from any cause

can take place excepting the steam pressure admitted from boiler, so if any resistance from the pressure of water in cylinder greater than the boiler pressure should take place, the by-pass valve for each end of cylinder would be forced open against the steam pressure in main steam channel and thus relieve any pressure that might be considerably greater than the boiler pressure. It is not likely the matter of boiler priming was given any consideration in the adoption of the by-pass or drifting valves, the question of lubrication being the prime cause of its introduction into locomotive operation.

**Q.** The company has equipped a number of our engines so the exhaust from air pump can be used for a train heater. When pressure in heater reaches a certain point it is automatically switched off so exhaust goes direct to atmosphere and back into heater if pressure drops below the point. The object aimed at is economy, but I fail to see how it is gained. If pressure of 20 pounds is maintained in heater doesn't it call for just that much more pressure to work pump, as it must exhaust against the pressure in heater?

M. D. M.

**A.** You are correct in so far as the increased power needed to operate the pump when it must exhaust against a pressure 20 pounds above atmosphere, but that doesn't prove the system is not an economical one. However, the practice of using the air pump for any purpose other than for which it is intended is not generally favored. The service of the air brake is too important to be linked in any way with any scheme of economy that might interfere in the slightest degree with its absolute reliability at all times.

**Q.** Am running Atlantic type on passenger. Main pin got hot and got no lubrication for last 20 miles of trip; as our people are very particular as to making time, did not want to cause delay by fixing pin. What effect would it likely have on pin or brass to run that far without lubrication of any kind?

O. O.

**A.** The conditions as related are too indefinite for one to give an intelligent opinion. There is nothing to prove that



the pin became hot for want of lubrication or that it received none during the last 20 miles of the trip. Whether oil or grease was used would make much difference, but in either case the brass would likely be cut and the pin scored somewhat. It would be a very unusual case if such did not happen.

**Q.** The best way to get a train over the hill is a subject often discussed. I recently read an expert opinion on this point advising where the hill is from four or five miles long, to "approach it carefully," as the momentum that would help over a knob would be lost on the longer hill, the hardest pull being near the top; besides, the fire might be upset in taking a run for it. Is this right? **INQUIRER.**

**A.** It is presumed that the question refers to the handling of a freight train. It is the writer's firm belief that momentum gained on approaching a grade, even if it be one of four or five miles, is of great help to the engine, even aside from the matter of time gained. The critical thing is to make the run for the hill without raising the water, lowering the steam pressure, or tearing the fire. When these points are observed, headway is an important factor in helping up the grade, even if it be one four or five miles long, as the engine may be worked at a shorter cut-off, thus effecting a saving in water, also causing less strain on the rods and driving boxes than if the engine is worked at long stroke, as is usually necessary where the train is dragged over the grade at slow speed. The main things to be observed in taking a run for the hill are valve lubrication and the holding of maximum steam pressure; if these are neglected the run is a waste of time, fuel and labor.

**Q.** Is there any real benefit from heating feed water? We used to have blow-backs, but the water got too hot. Is there any saving of fuel in heating the water before entering boiler? **W. M.**

**A.** Heating of feed water is one of the latest efforts to economize in fuel consumption. The blow-back from pop was used many years ago but went into disuse, as pumps or old-fashioned injectors would not work well with hot water the temperature of which was not regulated

anyway, but the modern injector will work with water of much higher temperature than the injectors of those days; besides, the exhaust from air pump has proven to be a more consistent heater than the steam from pops which blow only occasionally and mostly when the engine is using least water, as when switching or standing.

The heater in front end had the fault of burning out, due to accumulation of mud in the coils of pipe through which the feed water passed; besides, it could not be used today on superheater engines, there being no room for it in the front ends. There is no doubt of the economy derived from preheating of feed water. Blowing back from pops would not show any economy, as the lack of noise would reduce the tell-tale evidence of careless handling and thus encourage slovenly work on the part of the engine crew, but a system that will keep up the temperature to a uniformly high degree, within the limit of the injector to work it, should logically promote fuel economy, and a theoretical saving of 10 per cent might, in many cases, by improving the steaming of engine, really mean a saving of twice that much by affording a margin of leeway for the skill of the average fireman, who wastes much coal when trying to force an engine to steam that will not respond to the prevailing methods of doing the work.

#### Engine No. 13

Engine number 13 was the "Jonah" engine on the B. & C. R. R. The first time anything happened to her many said, "I told you so." Nobody wanted to run her that could get any other engine, so she became outlawed in the service much the same as an untamable broncho is regarded by the cowboys on a ranch. Under this state of affairs, with everybody passing her up and no one giving her any care, her condition was usually near the point of inviting a failure of some kind or other, and these did occur with a frequency not in the least alarming to those whose superstitious faith was strong. Of course, as was expected, and as was quite likely, many of the boys got into trouble with the "old mill," for she was always "old." It so hap-

pened that the writer, a firm disbeliever in the fateful number 13, succeeded to the honor of running her. She was in pretty good shape at the time, the best of any time of her career, and it was up to me to dispel the gloom of suspicion surrounding her, which I set to work with a stout heart to do, with the result that on the very first trip I had a rear-end collision, the only really serious mistake of my whole career, and would have been dismissed from the service had it not been for the "Jonah" engine number 13, whose record in the past condoned my offense. So there you are. W. D. HINES.

### The Boiler Inspector

The duties of the boiler inspector, as at present outlined, are such as to call for a range of experience that is rarely met with in the course of any man's career. It is too much to expect one to possess expert knowledge of locomotive construction and operation, for while they are of course closely related to each other, there is enough difference in the principles involved in each particular branch of the work to call for practical experience in both if a high degree of efficiency is to be gained in either.

There is much importance attached to boiler inspection, which is all very proper, but the practical man in the service today knows that aside from the fitness of boiler there are other conditions relating to locomotive work that involve the question of safety in a way to demand more attention than they receive.

Not that the inspectors are lax in their duty, or that they are inefficient in any way—for it is generally conceded that our federal and state boiler inspectors are a remarkably efficient body of men—but that is not the rule, however, and the wide scope of knowledge demanded as well as that of territory they are expected to cover precludes the possibility of rendering a sufficiently thorough inspection of all that relates to safety in the operation of locomotives.

No doubt the time is near when this will be more generally appreciated. Engineers in the ranks today can attest to the fact that there are other things besides boiler defects that contribute to

accident and death more often than defective boilers. Of course, some of these, such as sharp flanges or badly worn tire and other defects come within the scope of the present duties of the boiler inspector, and are faults which are apparent at a glance, but the engine and boiler may pass inspection and yet the engine may be unfit for the work demanded, or she may be in really good shape and still the engineer may not be able to observe the rules of common sense and regulations of the State and the railroad company for the promotion of safety, because of the force of official pressure for service that the engine is not equal to.

We have many instances here and there where the power is unequal to the work expected of it. Where this condition exists the danger is increased. When it is necessary to violate rules of caution to make up for want of power, either through lack of capacity or condition of the engine, then some one clothed with proper authority should correct the evil, for many accidents are due to this cause. The overloaded engine, whether from tonnage or speed demands, means an overloaded engine crew. The desire and effort put forth necessary to overcome such handicap not only taxes the physical and mental energies of the enginemen in a degree beyond what might be called a safe and sane limit, but in many cases where the demand for fast time is urgent some important measures of safety are disregarded even in the handling of passenger trains.

To insure even a fair degree of safety the power should always be adequate for the work required of it, whether it is hauling a drag freight or a high speed passenger train, and it is not too much to hope that the time is not far distant when we will have enough inspectors to cover this field thoroughly.

We all appreciate the importance of inspection of boilers and defective parts of the engine, and the extent to which it has contributed to safety of life and limb on the railroad, but there are other conditions than that of boilers which urgently call for State or federal regulation.

T. P. W.

### Wrecks

John Berdert, fireman of Lehigh Valley locomotive 1666, was almost flung from the fire deck recently when the tender of a Pennsylvania locomotive, derailed and bumping over the ties, sideswiped the Lehigh Valley engine as it was moving through the Oak Island yards in Newark. Berdert kept his feet, however, and, as the locomotive did not stop, he decided no damage had been done and went on with his firing, ignorant of the fact that John Kugler, his engineman, had been flung out of the cab, perched high up over the boiler, and many feet away from Berdert's fire deck.

So the engine ran wild with Berdert throwing coal and keeping an eye on his steam gauge, just as though Kugler had been at the throttle. Across the long bridge over Newark Bay the locomotive rushed with constantly increasing speed, for, in his fall, Kugler's hand had jerked the throttle open. Still Berdert suspected nothing, for it was early morning, the tracks were clear, and it was none of his business how fast Kugler ran.

Through Jersey City, over the bridge spanning the tracks of the Central of New Jersey, pretty nearly two miles, the locomotive ran, and now it took a switch, lurching and swaying; shot onto the adjoining track with a jerk, righted itself and sped on again. Berdert, glancing up from his firing, saw a locomotive headlight bearing down on him, supposed it was on the adjoining track, and turned his glance again to the steam gauge. Kugler seemed to be using it up as fast as he could make it.

Then came the shrill blast of a whistle; another and another in a nearly continuous shriek until Berdert jumped to the edge of his deck and looked out, wondering what could be the matter. Almost upon him, and so close he had no time to jump, loomed the nose of locomotive 725. There was a crash and the engines reared up against each other; there was the rending of steel, the whistle of escaping steam, and then Berdert was sent flying through the air. He landed in a bed of cinders, scratched, shaken up, and bruised, but otherwise unhurt. Before

him was the wreck of his locomotive, mingled with that of 725. The caboose, the single car the latter locomotive had been hauling, was wrecked also, and from the mass came the cries of injured men.

### COLLISION, WESTMINSTER, MASS.

The trains in collision at Westminister, Mass., recently were westbound freights. The conductor of the leading train, who was in the caboose, was fatally injured. The forward train, which was loaded to capacity, had stopped for water, and had again attained a speed of about eight miles an hour when a time freight train, following, running at about 15 or 20 miles an hour, collided with its rear on an ascending grade of about 65 feet per mile. The engineman of the second train admitted that he had fallen asleep. He ran past automatic block signals set against him.

### TRAIN DERAILED, SEWARD, PA.

The train derailed near Seward, Pa., a few weeks ago was eastbound express passenger No. 44. The train was running at about 60 to 65 miles an hour when five of its eight cars were thrown off the rails at a point where the track was undergoing repairs. Forty-four passengers were very slightly injured. One cook, one porter and one brakeman were also injured. The track repairers, preparatory to taking out the rails of the track and putting larger rails in place of them, had drawn the spikes from two out of every three ties for a distance of about 1,000 feet. This weakening of the track is taken to have been the cause of the derailment and the foreman in charge of the work, a man of 13 years' experience, was suspended 15 days.—*Railway Age-Gazette*.

### Three Parts of the Day

The whole genius of our Government in its economic relations is revolving around the principle of a threefold distribution of the twenty-four-hour day into equal periods of labor, of rest, and of recreation. The development of our national manhood and of our business and social life has reached this as the wisest and soundest arrangement.

## Public Opinion on the Eight-Hour Day

### Railroad Men, You are Right and Must Win

A group of men have been quietly meeting in conference considering problems concerning the welfare of about 400,000 men who have to do with the arteries of national transportation and intercourse. For weeks representatives of the railroad brotherhoods have been trying to get the representatives of the American railroads to agree to an eight-hour workday for all employees operating trains. There has been concentrated in these conferences the epitome of the philosophy of the labor movement. The demand that has been urged without condition has been the demand that is fundamental in securing the welfare of these workers.

The shorter workday is a condition of work which makes possible improvements in all other ways. The shorter workday transforms workers who have daily worked a long period of time into different individuals physically, mentally and socially. It protects the workers against the consequences of over-exhaustion, assures to them time for the upbuilding of strength and the generation of new energy, and gives them opportunity for those things that are necessary to individual development and social intercourse. Since the short-hour workers become better individuals, they are better workers and, consequently, higher wages invariably attend reductions in the hours of work.

The railroad brotherhoods have presented a straight demand for an eight-hour day, and in order to enforce that regulation, they have associated with the demand penalties for overtime that would make managers careful in indiscriminately prolonging hours of labor beyond the standard eight hours.

The demand for eight hours was one not subject to compromise. Members of the railroad brotherhoods who voted upon the demands submitted to them instructed their representatives to make this an unconditional demand. When the representatives of the railroads refused to

agree to the eight-hour day and aimed to becloud the issue by compromises and to introduce modifying conditions, the conference came to an end.

The real purpose of these demands was disclosed when the spokesmen for the railroads urged the brotherhoods to abandon their plans while Congress and the Commission considered and determined the affairs of the men. In other words, the railroads wanted to deprive the men of the benefits of organization—wanted to reduce them to the ranks of the unorganized in order to dominate them as they dominate their employees who are unorganized.

Among the propositions submitted by the representatives of the railroad managers was the submission of the matter to the Interstate Commerce Commission or the submission of the demand to arbitration in accord with the provisions of the Newlands Act.

The reasons which were given by the representatives of the railroad men for refusing these propositions are extremely significant and have a deep meaning for all workers. President Garretson, of the Railway Conductors, stated that under its powers the Interstate Commerce Commission did not have authority to consider hours of work and wages for employees and, furthermore, there was no intention on the part of the railway men to have a tribunal pass upon their demands for the reason that the railway brotherhoods have always combated the idea of a government tribunal to fix wages.

In regard to the other proposition, Mr. Garretson stated that the attitude of the members of the railway organizations toward arbitration was favorable so long as it was untried. Experiences with arbitration had driven members into opposition to that method of settling disputes because of the inability to get neutral arbitrators. It will be remembered that after the decision of the arbitrators affecting the Western lines, the railway brotherhoods officially went on record expressing their dissatisfaction with the results of that particular board and their

conviction of the inadequacy of the arbitration method.

As a result of years of experience, the railway brotherhoods have reached the conclusion that their welfare and protection depend upon the exercise of economic power. In presenting present demands they have relied solely upon conferences between representatives of those directly concerned and have repeatedly stated that they preferred, if driven to the last point, to trust their claims to the results of economic action.

The railroads of this country have assumed a very grave responsibility in refusing to agree to a just, economic and humanitarian demand on the part of their workers. They cannot hide behind the quasi-public nature of the railroads to protect them from the consequences of their decision.

The railroad men have made a just demand and one that should be granted them, which they must achieve. They can rely upon the hearty co-operation of the entire labor movement and of all fair-minded people of our country in their effort to establish their demands. — *President Samuel Gompers in the Federationist.*

### Labor Must be Protected by Its Own Organization

"The great need of the present is an honest, free and unbridled press," declared Frank P. Walsh, chairman of the Committee on Industrial Relations, to a great mass meeting of workers in Union Square, New York City, on July 4. "The privately owned press, the privately owned newspaper, is inevitably a corrupt press and a corrupt newspaper. I throw down this challenge to every newspaper in the country today. I care not whether the man who runs the paper is personally honest or not, he cannot have a newspaper and a press service where the economic interest of the man or men who own it are not opposed to the interests of the great masses of the people. That selfish opposing interest forbids the publication of the real news in the interests of the masses of the people, and makes the privately owned press corrupt. We must have a press of the people, by the people

and for the people if we are to have laws and social conditions and government of the people, by the people and for the people."

The basic thought of Mr. Walsh's Independence Day address was that the independence of the worker today is economic independence.

"Progress can only be made," he said, "from political independence to economic independence, and industrial freedom. There can be no free race unless the workers have absolute protection against arbitrary discharge, unless they are protected by their own organized economic power in the right to an eight-hour day and unless their right to a decent living wage is in their own power. These things are not a subject for arbitration, but belong of right to the workers."

He traced the beginning and progress of political institutions, and how in the lives of men like Thomas Jefferson and Abraham Lincoln political independence was grounded on industrial and social freedom.

"Thomas Jefferson," Mr. Walsh said, "long before his immortal Declaration of Independence, set the issue squarely when he abolished in the Virginia House of Burgesses the old privilege of the eldest born to get all of an inheritance. When one Tory pleaded at least to let the oldest son have twice as much as any other, Jefferson declared, 'unless you can prove to me that one man can eat twice as much as another man, I deny his right to twice the necessities of life of another man.' The right of men to start equal and to have equal opportunities is basic in American independence. It was declared again in the noble words of Abraham Lincoln, fourteen years before his Emancipation Proclamation, when he said, 'Inasmuch as most good things are produced by labor, it follows that all such things of right belong to those whose labor has produced them. But it has so happened in all ages of the world that some have labored and others have without labor enjoyed a large proportion of the fruits. This is wrong and should not continue. To secure to each laborer the whole product of his labor, or as nearly as possible, is a worthy subject of good government.'"

Mr. Walsh showed how these ideals of true independence and industrial freedom have been prostituted and have been denied to the great mass of the working people. To get these facts of social injustice and cruelty and of monopolistic incompetence out to all the people, Mr. Walsh declared that there must be education through publicity.

At one point in his address Mr. Walsh said: "I thank God for the sublime patience of President Wilson, which has kept us out of war with Mexico." He declared that selfish interests are attempting to bring on war with Mexico and that "the slow progress being made in recruiting is due to the horror in the American mind at attacking a neighbor republic struggling to support starving women and children."

In conclusion Mr. Walsh declared: "To-day we rededicate ourselves and our lives to an America in which justice shall be administered and benefits distributed to all its people by the measures of free opportunity and of service." — *From the Committee on Industrial Relations.*

### Shorter Hours for Men as a Public Welfare Measure

The right of the State legislature to limit the hours of labor which may be exacted from any worker has been gradually established by a series of court decisions. The fourteenth amendment was supposed to give everyone the right to contract for as many hours of labor a day as he chose, and only step by step, as it could be shown that each measure was demanded by the public welfare, has it been possible to restrict that right in the interests of the community as a whole. The right to limit hours of work for children was early recognized; the community's interest in the physical and mental development of the next generation was admitted. Then the right to limit hours in dangerous occupations, as a safety measure, was reluctantly conceded. Limitation of hours of labor for women came next. This was fought long and bitterly and its final winning was largely due to the services of the Consumers' League, which, when a case involving the constitutionality of a 10-hour

law for women came up, set itself to prove the actual harmfulness to the health and morals of women involved in long working hours and the consequent need of restricting women's hours of labor in the public interest. The brief upholding this thesis, prepared by Miss Josephine Goldmark with the advice and cooperation of Louis D. Brandeis, won the case and has since been used as a storehouse of information concerning the effects of fatigue upon women and through them upon the community.

Now the final step in the process of regulating hours has been taken, its constitutionality is before the courts and the method of defense found successful in 1908 is again in use. In 1913 Oregon passed a law limiting the period of work in mills, factories, and manufacturing establishments to 10 hours a day. The peculiarity of the law is that it applies to all workers, not to women and children only. That is, it limits men's work sharply and does so on the declared ground that "the working of any person more than 10 hours in one day, in any mill, factory, or manufacturing establishment, is injurious to the physical health and well-being of such person and tends to prevent him from acquiring that degree of intelligence that is necessary to make him a useful and desirable citizen of the State." The State soon had occasion to prosecute a violator of this law, whose subsequent conviction was affirmed by the Oregon Supreme Court. The case was then carried to the United States Supreme Court, where on April 10 last it was set for argument. — *Exchange.*

### The Eight-Hour Day

BY JUDGE HOWARD, OF NEBRASKA

The vast millions now being expended by the American railroad companies in fighting the demand of their trainmen for an eight-hour day are benefiting nobody except the smooth men employed to procure commercial club resolutions in opposition to the just demands of the trainmen, and to hypnotize the American newspapers into publishing cock-and-bull stories about how the eight-hour day would bankrupt the railroads. I say this

vast expenditure of money is practically wasted, because the American people will sustain the trainmen in their efforts to secure shorter hours and better pay, and in the end their demand will be granted. I notice that the railroad publicity bureau is just now publishing a mass of testimony from merchants in Nebraska cities and towns, all being in favor of the railroads, and against the fair demands of the trainmen. Very conveniently the names of the merchants are omitted from the published testimony. I do not mean to intimate that the testimony is manufactured, because I can easily see that the average merchant who puts forth such testimony quite naturally ought to be ashamed to see his name attached to it. It so happens that I have a little testimony of my own on this railroad problem. It was given personally to me by one of the high American railroad officials. I shall not publish his name, and for obvious reasons, but I ask my friends to believe that the testimony which I here present came directly to me from the lips of a high railroad official who has for more than 20 years been in charge of a railroad department, the headquarters of which are in Chicago. This gentleman said in these exact words: "The railroad managements are making a mistake in trying to breed public sentiment against the demand of the trainmen for the eight-hour day. It is true that in some respects the demands of the men ought to be modified, but in the main their demands are fair, and should be granted. If the increased pay of the men who daily risk their lives as trainmen should necessitate a slight advance in freight rates, then the advance would be quickly granted by the proper authority, because the average American citizen is a fair man, and wants to do the right thing by the railroads. But if the railroad managements shall persist in refusing the eight-hour day to their trainmen, their refusal will breed sentiment in favor of public ownership of all railroads, and breed it so rapidly that no power on earth can stop it. This it not my personal opinion alone. I positively know that this opinion is entertained by many officials in the operating department of several railroad

systems." I am glad to be privileged to present this testimony to the American people. I wish I might be able to publish the name of the big-hearted railroad official who spoke those words to me. He is a man who rose from the very bottom of the railroad ladder to the high place he now occupies. He is a student of humanity. He studies railroad employees, and he also studies men in all the avenues of mercantile, professional and agricultural activity. He is sure right when he says public sentiment in favor of public ownership of railroads is growing, and he is right when he says that the efforts of the railroad managements to defeat the demand for an eight-hour day will make that sentiment grow faster than ever before. I freely offer the testimony here presented for publication in the weekly booklet issued by the railroad managements. They say they want to be fair. In their desire to be fair, perhaps they will be glad to print this testimony. Courtesy of BRO. J. V. PARSONS, Div. 622.

#### Workers "Done Up" Through Long Hours

In the current issue of the *Monthly Review* for June, published by the United States bureau of labor statistics, extended reference is made to the findings of a committee appointed by the British government to investigate conditions of workers in English munition plants.

These three systems are in vogue in munition factories: One shift of 13 and 14 hours (the overtime system); two shifts of 12 hours, and three shifts of eight hours. It is stated that the last system appears to yield the best results in the long run, for "the strain of night work, indeed strain generally, is sensibly diminished, greater vigor and work is maintained throughout the shift, less time is lost by unpunctuality or illness, and there is less liability to accident." The committee recommends the adoption of the three-shift system, without overtime, wherever a sufficient supply of labor is available.

The committee found that the reason why workers feel "done up" is because of persistent long hours and an absence of their weekly rest. It is declared that this "staleness" is becoming increasingly common, and that "for the avoidance of

staleness in conditions of strenuous labor it is not enough to treat workmen in the bulk and to regulate daily and weekly rests upon a physiological basis devised for the average."

Night work is vigorously condemned on the theory that it is uneconomical, that supervision is unsatisfactory, and that workers not only find it difficult to sleep during the day but their unusual meal hours make it difficult to consume substantial food, and deranged digestion results.

The committee says that the true sign of fatigue is diminished capacity, and that measurement of output in work will give the most direct test of fatigue.

A feature of this report is the absence of any charge that workers are willful "slackers." The public press in England and America gave much publicity to this charge several months ago, but the committee makes flat declaration that it is a physical impossibility for men to avoid "growing stale" where they are compelled to work long hours.

It is stated that, as a whole, munition workers have been allowed to reach a state of reduced efficiency and lowered health which might have been avoided without reduction in output.

The report is a complete vindication of organized labor's position on the shorter workday. — *Weekly News Letter*.

#### National Association of Manufacturers

The following statement from *The Tailor* bears evidence of the attitude of the employing class and of the necessity for working people of every class to get in line with the organization representing their field of labor. Stay in the order and fight for their rights if need be, always remembering that "no evils are ever cured except by those who suffer from them," and remember that non-partisan political affiliation is just as essential if we are to guard the interests of organized labor in the congress of both state and nation. — EDITOR.

*The Tailor* says: "The evidence is piling up that the National Association of Manufacturers is backing the Manufacturers' Association in the cloak and skirt

division of the garment trades of New York in the effort of those New York manufacturers to crush out the union organizations among their workers and to starve the workers into submission to permanent sweat shop conditions.

"Public sentiment in New York is and has been all with the 60,000 garment workers in their splendid struggle to save the 200,000 members of their families from the most wretched industrial slavery.

"Yet the local manufacturers have defied opinion as they have defied the most ordinary sentiments of humanity.

"They have done this because they have felt secure in the support of the National association. Not the president of the local manufacturers is directing the fight against the workers in New York's largest industry; but the directors of the nation-wide organization to fight workers and to keep down wages are now directing that fight.

"Lately the landlords and real estate speculators have joined with the manufacturers against the workers. They have imagined that their 'loft' and shop rents were being threatened. They have joined in the cry of the manufacturers that the demand of the workers for decent conditions of work and for enough pay to live on would drive the industry away from New York—and leave their shop rooms vacant!"

"It is all part of the tactics of the National Association of Manufacturers everywhere. In Pittsburgh, in Chicago, in New York—everywhere that the workers have asserted even a share in the control of their own lives—the methods have been the same, to crush out ferociously all collective bargaining for wages, to crush out all the means by which the organized labor movement has brought more liberty, more happiness, more life to the workers and their families.

"The garment workers of New York are the latest objects of this vindictive nation-wide fight of the National Association of Manufacturers. Labor all over the United States should realize the character of the struggle. It is not a local fight. It is a local phase of a fight that takes in the whole industrial field of the whole United States."



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AUGUST, 1916

## The Eight-Hour Day Developments

In an effort to make their position clear to the public, the Transportation Brotherhoods issued the following statement relative to the conference between the Employees' Committee and the railway managers, recently held in New York City.

The Employees' Committee met the Railway Managers' Committee and presented their demands for an eight-hour workday with a penalty for overtime of time and a half pay.

The Managers' Committee refused to grant these demands and did not submit any definite counter proposition to the employees.

The managers did discuss what they termed a "tentative proposal," which did not take into consideration the plain fact that freight train crews are pieceworkers and they are paid to perform a certain definite service of moving a train from one end of a division to the other, and when they have performed this piecework,

they have done what they were paid to do regardless of whether it was done in less than eight hours.

## WANT NO OVERTIME

What the men want is a chance to perform this piecework in all cases in eight hours or less.

Having no penalty for the use of overtime, the railroad companies now use the men continuously from twelve to twenty hours.

The Interstate Commerce Commission has not authority under the law to regulate wages of employees any more than it has to regulate the price of steel rails and other supplies purchased by the railroad companies. Therefore, any investigation made by the Interstate Commerce Commission into the subject of wages would come to naught, for the reason that the Commission has no power to settle the matter.

Under the Newlands Arbitration law, it is distinctly provided that arbitration can be set in operation "when a strike is threatened."

## VOTE MUST BE COMPLETED

No man has a right to say that a "strike is threatened" until the result of the strike vote, now being taken, is ascertained. The will of the employees must be known before a strike can be threatened.

If the Interstate Commerce Commission would assume the responsibility of agreeing that the demands of the men should be met, it would be up to the Commission to provide the means for meeting any increased cost in operation.

The railways, of course, would like to put the Interstate Commerce Commission under this obligation to grant increased freight rates.

If it is right and proper for the freight train employees to go into an arbitration as to whether they shall be worked excessive hours and as to what they shall sell their labor for, then it would only be consistent for the railway car and engine builders and railway supply dealers to agree to arbitrate with the railroads as to the price the railroads should pay for these things.

The principal objection, however, of the

employees to arbitration would be on the ground of the inability to secure impartial arbitrators who were sufficiently acquainted with the technicalities of a problem of this kind.

In the Eastern movement the neutral arbitrator was Chairman Chas. R. Van Hise, who would have been ruled off from any jury because of prejudice and consequent inability to render unbiased judgment on the facts as presented; and, in a previous arbitration between the employees and the companies, the man who was acting as neutral arbitrator was a corporation lawyer representing large vested interests, owners of railroad securities, and who had appeared in numerous cases as attorney of record for the Standard Oil Company.

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#### Status of the Eight-Hour Movement

In the preceding column we quote causes of the break in the negotiations, causes which may be mitigated later on by some process which will restore confidence, that the employees will get a square deal, confidence that the jury will not be packed by a neutral member who is in no sense neutral, as was the case in both the Eastern and Western movements, which destroyed confidence in the process that looks so fair, and doubtless would be if the balance wheel of the investigators were possessed with full knowledge of the subject under investigation, and were guided only by the facts as presented, and a desire to apply the principle of "do as you would be done by," a board that recognizes the needs of labor as well as that of the invested dollar. But that seems hard to get as it is human to cater to the dollar, and so we are going on with our efforts to protect our own interests as best we can. We believe in our cause, and if every man in the four organizations stands in line to be counted, we believe our cause will get the recognition it deserves. We cannot make as much noise to attract the attention of the public as the dollar can, but we have faith that justice will do as much, and we must go on our way while the railroad managers are buying great space in the newspapers already biased by dollars.

On a half page of space in the *Philadelphia Record* of June 30, 1916, they attract attention with the following headline "*Federal Inquiry, or Railroad Strike?*" It is signed by the 18 members of the Managers' Committee.

It is a glaring attraction to bias public opinion, and an evidence that they are spending money in great quantities; but it is easy to spend other people's money. The employees cannot be expected to keep up with such extravagance in presenting their side of the controversy, but extremes sometimes react and do not produce the hoped-for results.

The roads would be greatly pleased could they dump their troubles on to the Interstate Commerce Commission for two reasons; first, if it were settled by the Commission it would naturally follow that the Commission would allow an increase in rates to cover the cost. Second, they would be greatly pleased if the wages and working conditions were ever after left to the Commission, so that we could never disturb them again unless we could muster more political influence than they have been able to do. They have spent large sums to induce an increase in rates for carrying the mails, but they are still spending their money and with little prospect of an increase, though they ought to have it. We do not want that situation, and should use every influence to prevent any such movement. There is no more reason for the men in train service being under the jurisdiction of the Interstate Commerce Commission than to have the officials have their pay with the working conditions for train crews regulated by the Commission. Then would naturally follow the shop men and, together with rate regulation, we would have Government managed railroads, with the officials taking their orders from the Interstate Commerce Commission.

The managers dislike Government regulation, which was induced by unfair practice by managers in years gone by. They do not like any interference with their prerogative as managers, but not being willing to concede anything to their employees and settle their own affairs, they are asking for more management,

and the end will probably mean Government ownership, which we do not believe anyone as a class wants.

The employing class, generally speaking, do not like Socialism, but they are everlastingly doing the things which create Socialistic tendencies. They do not like organization of labor; in fact, they do not like anything that interferes with their prerogative to do as they please.

### Pensions and Purpose

The railroad companies have been posing as exceedingly liberal and appreciative of men who have been long in their service, always faithful and safe, by establishing a pension system to apply at certain ages, a nominal amount having been paid and those long in service have been very appreciative of this seeming recognition of their faithful and loyal performance of arduous duties, and have accepted the pension with gratitude, feeling that they were really honored by it.

But it would seem a shocking awakening to receive a letter requesting each individual pensioner to answer by letter stating whether in case of trouble they would take the place of their quitting life companion, and be in disgrace with their associates the rest of their lives. Of course, we know that the thoughtful appreciated the fact that the railroad pension, generally speaking, has a motive behind it rather than appreciation for past services. It is generally understood that it is a tie that binds the receiver of the pension, and that in case of need in a wage controversy, the pensioner must be ready to return to the service of the company or sacrifice the gracious beneficence from his company.

We hope the time will come when all engineers will be members of the B. of L. E. Pension Association so they will not have to stultify themselves to keep it alive, and not as a presumptive gift to be negated at will if the beneficiary does not continue a subject of the donor.

We also hope that every engineer may become a member of the B. of L. E. Weekly Indemnity and Accident Insurance and not be tied up with any company aside from wages and conditions of service.

### Efficiency, Taylor, Etc.

The late Frederick W. Taylor studied out an efficiency system for shop management; he followed others of the same nature; but went the extreme of the stopwatch and speeding-up that was beyond human endurance for all but a few. The machinists and shopmen everywhere protested, and eventually brought what is known as the Tavenner bill, a bill presented to Congress by Hon. Clyde H. Tavenner, of Illinois, against the use of the Taylor system in Government workshops. This measure was very objectionable to the manufacturers; they did not like to have this system shown up for what it really was.

*The Public* says: "It caused the organization by business men of a committee of ten 'to oppose legislation antagonistic to efficiency in American industry.' The chairman of the committee is Henry R. Towne, of the Yale & Towne Manufacturing Co., of New York. The secretary and treasurer, W. B. Richards, of Gunn, Richards & Co., Wall st., N. Y. The National Automobile Chamber of Commerce, at their monthly meeting in New York, went on record as opposed to the Tavenner House bill." Of course they object, their minds are centered on profits in which humanity has no place.

The House Committee on Labor, which investigated the Taylor system in 1914, reported the following:

The Taylor system regards the workman as a machine to be "speeded up" to its maximum capacity. When this human machine fails to function to the satisfaction of the management it is to be cast aside to make room for a new machine—a fresh workman. The authors of the system do not appear to have concerned themselves about the ultimate fate of the human derelicts who may be compelled to drop out because they can not stand the pace.

Mr. Taylor (the originator) boasts that when he installed his system in the Bethlehem Steel Works he purposely made the task so hard that "not more than one out of five laborers, perhaps a smaller percentage than this, could keep up."

That may be the kind of efficiency

which produces dividends for the Steel Trust, but it is surely not the system which a beneficent government should force upon its employees.

The *Washington Post* in commenting on the Taylor system said: "The real problem of society today is not so much to get the last vestige of available effort out of a given individual as it is to provide that every individual shall find his place, and there do his appointed work in respectable measure, with a little reserve force left over for the enjoyment of play-time and rest at the end of the day."

As one studies this phase of finance which eliminates human sympathy and public welfare, which wearing men out before their time and making them dependents does, one is led to wonder if the managers of the railroads are actuated by the same indifference to the welfare of those who render the arduous and dangerous duties of handling the transportation from which dividends accumulate.

#### Successful Humane Efficiency

There are two ways of promoting efficiency, one is through a centralizing of authority and direction—a carefully devised machine.

The other is through friendly co-operation and interest in which the unit maintains its independence and initiative. That is, every man must be considered an intellectual unit, and that intelligence appealed to, so that every one may feel that he is an important part of the whole. To make the efficiency of the individual effective in the mass, we must co-operate not only among employees, but between employees and employers.

The employer does not get the best efficiency by paying good wages only; to get the best he must show the employees that he is friendly to them and interested in their welfare.

The employer who makes his employees feel that they are an integral part of his business, and a large factor in his success, will get the best there is in the character of his employees. Friendly co-operation between the employer and his employees with good wages is the best

possible means of efficient effort with all concerned.

#### Tower Men

Why New York Central railroad telegraphers and signalmen voted to strike for a shorter workday and more wages was told in New York July 11 by F. P. Fraleigh, of Poughkeepsie, N. Y., a tower signalman for 24 years, before the Federal Board of Arbitration.

Fraleigh declared he must work 365 days a year to earn \$65 a month. Other signalmen, he said, are forced to do other work on the side to make ends meet. The witness declared he had not taken a vacation since 1907, when he collapsed from working 12 hours a day. He said that his wife is forced to work as a nurse.

The witness was asked by a New York Central official from Cleveland, representing the railroad at the hearing, what would happen if a signalman fell asleep at his post. "Would an accident result?" he inquired.

"Maybe and maybe not," was Fraleigh's reply. "But I can answer that from the New York Central rules. They require a train crew to stop if a signalman is not on the job and find out if he is asleep, sick or dead. If the man is incapacitated the crew must leave a man in the tower."

"I believe," said the railroad's representative, "that the towerman is an automaton and a machine, and that instead of getting from \$59 to \$79 a month he should get less than the \$40 a month flagman."—*New York Call*.

To be called an automaton is quite like the employing class. An automaton is described in the *Encyclopedia Dictionary* as "a figure resembling a human being or animal, so constructed that when it is wound up it will, for a certain time, make movements like those in life;" very complimentary, indeed. With such a definition of a towerman it seems rather strange that he should have had such an important place in the recent wreck on that road when the engineer was held accountable. Perhaps the evidence the towermen gave indicating that all automatic things do not always do what is expected of them,

did not please this representative of the railroad.

#### A. F. of L. Building Dedicated

The magnificent new home of the American Federation of Labor was dedicated on the Fourth of July by President Woodrow Wilson, who gave it the very appropriate name of "The Temple of Common Council."

It is situated on the northwest corner of Ninth and Massachusetts Avenue, Washington, D. C., and is a fitting monument to the cause to which it is dedicated.

A feature of the occasion was the presence of Mrs. Wilson, Vice-President Marshall and members of the Cabinet.

Secretary of Labor Wilson, former president of the United Mine Workers, the first trade unionist in a President's cabinet, was master of ceremonies.

Samuel Gompers, President of the American Federation of Labor, delivered an address, laying particular stress on the recent enactment of the last Congress removing labor unions from trust classification, saying, that the declaration, "Labor is not a commodity," marks the recognition of a vital principle for which the Federation had long contended.

He appealed to the people to support the President in his efforts to prevent war, yet assuring all present that in the event of his labors in that direction being unavailing, the sturdy manhood represented by the labor unions would be found shoulder to shoulder in defense of the country.

#### The New York Call

It is conceded that the *New York Call* rendered the best service of all the newspapers during the previous conferences between the managers and the four Brotherhoods, and as another conference is expected early in August, the *Call* requests the JOURNAL to publish the following, which we are glad to do in recognition of the special service previously rendered by representatives of the *Call*.

"We are in receipt of requests from members of your Brotherhood, as well as

members in other parts of the country, asking for subscription rates for the *Call* during the conference, and we are making a special offer to the railroad men for the *Call*, daily and Sunday, for two months at \$1.00. This is a reduction of \$0.49 on the regular subscription price."

#### "Blind Leadeth the Blind"

At the New York Convention of the National Association of Manufacturers, a country wide organization of employers, it was urged that they combat organized labor. It was stated that "if the business men of this country expect to cope with the American Federation of Labor and other labor organizations they must at least have a well co-ordinated body, as well organized in detail and as well federated among the States."

Under the caption, "Blind Leadeth the Blind," the *News-Post*, of Philadelphia, Pa., answers these excited business men as follows:

"If the manufacturers took a little time off to study sociological and economic conditions, paid less attention and money to trained lobbyists, and spurned the demagogic harangues of their so-called leaders, and stopped listening to the seductive flirtations of mercenary politicians, they'd soon find that there is no natural conflict of interests between them and their employees.

"Both the employer and employee, under the forms of industry that prevail, are vital factors in the production of wealth. That is a truism that the veriest tyro should understand. The employer doesn't seem to grasp the idea. He continually seeks to enhance his industrial privileges through barter with professional politicians rather than in open-hearted talk with his employees and a common-sense study of economic and industrial conditions.

"Another source of trouble is in the fact that many of the manufacturers are dual characters. They are only secondarily manufacturers. Primarily, they are speculators with their investments ramified in monopolies which are throttling the people; therefore, this type can never be found fighting for a square deal."

### Books Received

We are in receipt of a handy pocket size book containing Catechism on train rules, also court interpretation of the safety appliance act and other information of practical interest to men engaged in train service. Price, \$1.50. Published by Frederick J. Pryor, Hinsdale, Ill.

Locomotive Break-downs and their Cures. By Donald R. MacBain. This book was first published in 1900, is now revised and brought up to date, keeping pace with the advance in power and new appliances. It opens with preliminary lessons and progresses through all the intricate mechanism from pilot to rear coupling of the locomotive. Price, \$1.00. For information, address Locomotive Management, 1485 East 116th street, Cleveland, O.

### Inspector of Safety Appliances

The United States Civil Service Commission announces open competitive examinations for Inspector of Safety Appliances and Inspector of Hours of Service, for men only, on August 28 and 29, 1916. *Blanks may be obtained at postoffices in the larger cities in every State in the Union. A few places named are courthouses, but the postmaster will doubtless know where this occurs.* With competition nation-wide, it will be seen that these places are not easy to get, and that one must be well versed. The positions pay \$1,800 per year, and necessary expenses while absent from headquarters in the discharge of official duties.

### High Powered Headlights

The Headlight Rules published in July JOURNAL, pages 666 and 667, are word for word the same as originally submitted by the Chief Inspector, and the action of the Commission in approving them is a complete indorsement of the high power headlight and a vindication of the position of the employees in asking for it as a safety device. The headlight rule was before the Commission for over eight months, from September 28, 1915, to June 6, 1916, during which time the railroad companies, the manufacturers of headlights, the officials of the Government,

and the employees were fully heard and an exhaustive and painstaking investigation made to ascertain the true merits of the high power headlight as applied in actual operation of locomotives, and the fact that the Commission has been thus deliberate in arriving at a conclusion should entirely disarm any criticism on the part of the railroads which were so bitterly opposed to the rule that has been approved.

The rules which are now in force are authorized by the Act of March 4, 1915, extending the boiler inspection law to include the entire locomotive and tender, and being promulgated under a Federal law they will apply uniformly to all interstate railroads throughout the country and will take the place of the various state headlight laws that have been passed.

Yours fraternally,

H. E. WILLS,

A. G. C. E. and National Legislative Representative, B. of L. E.

W. M. CLARK,

Vice-President, National Legislative Representative, O. R. C.

### LINKS

Meeting of the General Chairmen's Association, Southeastern Territory, Sept. 1-2, 1916

DEAR SIRS AND BROTHERS: The General Chairmen's Association of the Southeastern Territory will meet in Richmond, Va., on Friday, September 1, 1916, and will be in session on September 1 and 2. There will be a joint meeting of the four train service organizations on Sunday, September 3. The Southeastern Union Meeting of the Brotherhood of Locomotive Engineers and Auxiliaries will open on Monday, September 4, and will be in session balance of week. All General Chairmen are requested to be present and all members are extended a cordial invitation to attend these meetings. You will enjoy every minute of your stay, as the good people of Richmond extend to every one that genuine Southern hospitality that insures every one a pleasant and grand time.

The officers of the Southeastern Union

Meeting Association and Divisions and Auxiliaries at Richmond are leaving nothing undone to make this the best and most pleasant union meeting ever held in the history of the Brotherhood.

Trusting that I may see all my old friends and meet many new ones at these meetings, I remain, Yours fraternally,

HARRY HUDDLESTON, Sec.-Treas.

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**Southeastern Union Meeting, Richmond, Va.,  
Sept. 3-6, 1916**

We have been invited by the four local Divisions of the B. of L. E. and the two local Divisions of the G. I. A., of Richmond, to hold the fifth Southeastern Territory union meeting in Richmond, Va., beginning September 4, 1916.

The committees are working generously to make the meeting a complete success, and we want to help all that we possibly can. The General Chairmen will commence first, probably meeting on the 1st and 2nd of September. On the 3rd they are arranging for a joint meeting of the members of the four train service organizations. Monday there will be separate meetings for the B. of L. E. and G. I. A., at 1 p. m., with public reception in the evening, the Governor, Mayor and public officials participating. Tuesday at 1 p. m., joint meeting of the B. of L. E. and Auxiliary, with possibly a ball in the evening. Wednesday morning, auto ride about the city, and at 1 p. m. separate meetings for the B. of L. E. and G. I. A. (Some entertainment in the evening.) Then the closing meeting for the election of Chairman, Secretary and the members of the State Committees, and to name the place for holding next meeting.

Thursday morning, leave for boat ride down the historic James River to the ocean beach.

Of course the principal feature will be a discussion of the eight-hour wage movement, with Grand Chief Stone the leading speaker. Besides that, there will be discussions of the most vital subjects before the membership, and you will have a chance to learn many things that you ought to know.

The committee hopes to secure an ad-

dress by someone representing the Department of Locomotive Inspection of the Federal Government. This should be highly profitable as well as entertaining.

A new feature of interest to the members of the Auxiliary will be a meeting for the Inspectors and Grand Officers.

There has been a time in the history of our country when it would have been considered an act of rashness if we had attempted to hold a union meeting at Richmond, Va. Men brought in such near relation to the scenes of the Civil War perhaps could not have refrained from heated discussion, and the result might have been disagreeable.

Conditions have changed. There is no longer the feelings of bitterness between the people who live in different sections of the United States; even those of our Organization from Canada seem to be our neighbors.

In removing sectional bitterness and promoting the era of amity and good-will which is the strength of our nation and our Brotherhood, we have done a great deal, and we must continue to do all that in us lies.

For many years the railroad Brotherhoods have brought large bodies of men together from all parts of the country—men with a common interest, and citizens of a common country. In their business intercourse these men have grown to respect and trust each other. Instead of sectionalism being cultivated and thriving among them it has withered and been forgotten in the fellowship that is born of a nobler and better sentiment.

The kindness that these men have felt for each other and their expressions of friendship has done its part in softening the rigor of feeling that they themselves entertained and by their intercourse with people at large they have shed an influence beyond the circle of their organized activities that has been attended with most happy results. If we succeed in meeting at Richmond in the same spirit we have hitherto wrought, this should be the most profitable meeting in the history of the Southeastern Association.

Fraternally yours,

T. J. HOSKINS, Chairman  
MRS. J. R. CRITTENDEN, Sec.-Treas.

## COMMITTEE ON ARRANGEMENTS

The Fifth Annual Meeting of the Southeastern Association of the B. of L. E. and G. I. A. will be held in Richmond, Va., beginning Sunday night, September 3, with services at the City Central Y. M. C. A., conducted by the Rev. Thomas H. Harrison, of Nashville, Tenn. Brother Harrison a few years ago was a knight of the throttle but is now a regular ordained minister of a Presbyterian Church in Nashville. As the business session will open Monday we are sure many will come in a day ahead of time in order to hear this Brother engineer deliver a specially prepared sermon for you. Brother Harrison is a member of Div. 207, Macon, Ga. The committee believing this would be pleasing to many of you have invited Brother Harrison to come to Richmond and address you.

The Southeastern Association will open their business session on Monday, Sept. 4. A most interesting program has been arranged, which is also given in this issue of the JOURNAL for your information. There will be something doing every minute of the time during your stay in our city, both for your pleasure and business interests.

The meeting will close Wednesday night, Sept. 6, and then comes the most enjoyable part of the program: On Thursday morning, Sept. 7, the steamer *Pocahontas* will leave Richmond at 8 a. m., chartered exclusively for your service for a trip down the historic James, passing in full view of those old Colonial homes, viz: Shirley, Berkeley, Westover, Upper and Lower Brandon, and Jamestown, the first English settlement. These are indeed places that should be dear to the heart of every true American, for who can deny that on this soil the nation was born and that nation was our America!

Passing out of the James into Hampton Roads, over the identical spot where the first naval battle was fought by iron-clad vessels, the *Monitor* and the *Merrimac*, and thence by the Newport News Ship Building and Dry Dock Company's immense plant, where many of the vessels of our navy, including some of the dreadnaughts, were built, just off from Newport News, the United States aviation

school is situated on the shore, and is visible from the steamer; passing on down the Roads and landing at Old Point Comfort about 4 p. m., and thence by street car to Buckroe Beach, where you may enjoy a dip in the surf and a splendid seafood supper; music and dancing in the spacious pavilion. Accommodation can be procured at the hotel and cottages at the beach, also the hotels at Fortress Monroe.

Arrangements have been made with the Newport News Ship Building & Dry Dock Co. to admit visitors on badges, which affords you an opportunity to visit the greatest plant of this kind on the Atlantic.

Returning, the boat will leave Old Point about noon Friday, and will touch at Newport News about 1 p. m., to pick up those who have gone to that place to visit the Dry Dock, and will arrive at Richmond about 8 p. m. This trip has been provided for you at a cost of \$2.00 each for the round trip, and the committee of arrangements requests all who desire to take this trip to purchase your ticket as soon as you register at headquarters, thereby giving us ample time to arrange accommodations for you at the Beach.

Assuring you that we are doing all in our power to make this the best meeting you ever attended, and bidding you all from the South, North, East, and West a hearty welcome, we are,

Yours fraternally,

C. S. PERRY, Sec.-Treas.,

Committee of Arrangements.

Hotel rates for Union Meeting, Southeastern Association, to be held in Richmond, Va., Sept 1-8.

Hotel Richmond—Headquarters, 300 rooms, European; single with bath, \$2.50 per day and up; double with bath, \$4.00 per day and up; single without bath, \$1.50 per day and up; double without bath, \$3.00 per day and up; suites with bedroom, bath and parlor, \$10.00 per day and up.

Murphy's Hotel—500 rooms, European; single with bath, \$1.50 to \$3.00; double with bath, \$3.00 to \$5.00; single without bath, \$1.50 to \$2.00; double without bath, \$2.50 to \$4.00.

The Jefferson Hotel—385 rooms, European; single with bath, \$2.50 to \$3.00;



single without bath, \$1.50 to \$2.00; double with bath, \$4.00 to \$5.00; double without bath, \$3.00 to \$4.00; double with bath, 2 beds, \$6.00.

Hotel Rueger—136 rooms, European; single with bath, \$2.00 to \$4.00; double with bath, \$3.00 to \$5.00; single without bath, \$1.50 to \$2.00; double without bath, \$2.50 to \$3.50.

Hotel Stumpf—Single with bath, \$1.50 to \$2.50; double with bath, \$2.50 to \$4.00; single without bath, \$1.00 to \$1.50.

Hotel Lexington—200 rooms; American plan, \$2.50 to \$3.50 per day; European plan, \$1.00 to \$2.50 per day.

Rooming houses and boarding houses are plentiful on nearby streets at prices ranging from \$3.50 to \$5.00 per week for rooms. Rooms and board, \$12.00 per week and up.

Reservations may be made in advance by addressing C. S. Perry, 2309½ E. Broad st., Richmond, Va.

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THE 24th annual convention of the Traveling Engineers' Association will be held at Hotel Sherman, Chicago, Ill., September 5, 1916, and continue four days. The main subjects to be discussed are: "What Effect Does the Mechanical Placing of Fuel in the Firebox and Lubricating of Locomotives Have on Cost of Operation?"

"The Advantages of Superheaters, Brick Arches and Other Modern Appliances on Large Engines."

"Difficulties Accompanying the Prevention of Black Smoke."

"Make-up and Handling of Modern Freight Trains."

"Assignment of Power from the Standpoint of Efficiency and Economy."

"Progressive Examination for Firemen for Promotion, and New Men for Employment."

W. O. THOMPSON, Sec.

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AN event in which a host of friends were deeply interested was the golden wedding celebration of Mr. and Mrs. William Perry, Sr., member of Div. 230, Meridian, Miss., which occurred on Wednesday evening, at the home of their son-in-law and daughter, Mr. and Mrs. Emmett O'Rourke.

Surrounded by their children, grandchildren and a host of friends, it was their privilege to receive the congratulations of quite a number of callers between the hours of eight and eleven.

An interesting fact was that in addition to their children, Mr. and Mrs. Perry's nineteen grandchildren were present.

Mr. and Mrs. Perry were showered with many beautiful gifts, telegrams of congratulations and gold coins.

The wishes of all present were that Mr. and Mrs. Perry might celebrate many more anniversaries.—*Courtesy C. A. P.*

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THE second get-together meeting of the Brotherhood of Locomotive Engineers on the I. & G. N. R. R. system, took place at San Antonio, Tex., June 21, 22 and 23, 1916. The 23d was set aside for a joint union meeting with the B. of L. F. & E., which was well attended by both organizations; much good was derived from these meetings.

On the night of June 21, a Mexican supper was given in behalf of the visiting Brothers and their families; and on the evening of June 22, a reception was given at Brother and Sister Hammond's home, 1720 West Commerce street, and a very enjoyable time was had.

The I. & G. N. system is composed of three Divisions, and all that could get off were at the meetings. These meetings will be held every four months on this system.

Fraternally yours,  
J. O. RUCKER, Div. 307.

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A THOUSAND and more members of the five railroad employees' brotherhoods gathered in Nesbitt Theatre, Wilkes-Barre, Pa. Three important resolutions were passed. The principal speakers were national officers of the different organizations.

A resolution to support the Governor and the senators and representatives who have aided the railroad men with State legislation was passed, as was a motion of indorsement of the striking Wilkes-Barre trolley employees.

The important speakers were: W. G. Lee, of Cleveland, O., President of the Brotherhood of Railway Trainmen; P. J.

McNamara, of Peoria, Ill., Vice-President of the Brotherhood of Locomotive Firemen and Enginemen; John Bannon, of Cleveland, O., Vice-President of the Brotherhood of Railway Trainmen; P. H. Kelly, of Port Jervis, N. Y., General Chairman of the Brotherhood of Locomotive Engineers of the Erie system; David Davis, of Wilkes-Barre, chairman of the Order of Railway Conductors of the Lehigh Valley system; and N. S. Burns, of Wilkes-Barre, chairman of the union meeting. Representatives of out-of-town organizations spoke briefly.

N. S. Burns, chairman of the general local committee, proved an able toastmaster. Timely addresses were made by general officers Messrs. Lee, Bannon and McNamara, also by H. E. Core, of Philadelphia, General Chairman of the Grievance Committee of the Brotherhood of Locomotive Firemen and Enginemen of the Pennsylvania lines east of Pittsburgh: A. F. Duffy, of Scranton, James F. Marley, Daniel J. Gallagher and others. An excellent menu was served by Landlord Lee.

The meeting was an enthusiastic one throughout. Every speaker's remarks were interrupted at frequent intervals by enthusiastic applause. The public was not admitted to the theatre, but from remarks of the different members as they passed out it was learned that the meeting was one of the most successful in years. The instructions given out by the national officers were of a nature that will prepare the men for action and proper movement in the event of the threatened strike becoming a reality. —N. S. B., *Wilkes-Barre Record*.

BRO. OSCAR TYLER, supervisor of safety appliances of the New York Central Lines, West, has been sojourning at Tarrytown, N. Y., with his wife, the guest of Mr. and Mrs. F. Miles. Brother and Sister Miles have been faithful workers for the B. of L. E. and its Auxiliary for many years and were untiring in their efforts to make this visit one long to be remembered.

June 26 was a gala day, one never to be forgotten. The festivities of the day were made doubly enjoyable because

of the presence of Mrs. W. A. Murdock, Grand President of the G. I. A., and her niece, Miss Jessie Waldhelm, of Primghar, Iowa. ONE OF THE COMPANY.

ON Sunday, June 11, 1916, G. I. A. Div. 108, assisted by B. of L. E. Divisions 222 and 718, Salt Lake City, Utah, held memorial services in K. of P. Hall. A nice musical program was furnished by members of the G. I. A. and their families; also remarks by Rev. P. A. Simpkins, Mr. J. Hickey, former master mechanic of the D. & R. G. R. R., also by Mr. W. J. Bennett, present master mechanic of the D. & R. G. R. R.

A nice floral display in the shape of an E was presented. At the roll call of the departed Brothers, a white carnation was planted in the E, and a red carnation for the departed Sisters.

#### ONE WHO WAS THERE.

DIVISIONS 339 and 849, Raleigh, N. C., held their annual memorial services in the Odd Fellows' hall, June 11, 1916. This had been requested by Div. 507, G. I. A.

As the engineers marched in, a carnation was pinned upon each one by the beautiful ladies of which the Division is composed.

A carnation was placed in a vase as each one of our departed Brothers' names were called. These flowers were then presented to State Treasurer B. R. Lacy, of Div. 339, by Bro. C. C. Page, Chief Engineer of Div. 339; saying to Brother Lacy that the ladies of Div. 507 had requested same. Brother Lacy responded, thanking the ladies, each and every one. The talk then made by Brother Lacy brought tears to the eyes of many present.

Faternally,

H. W. GEROW, S.-T. Div. 849.

SUNDAY, June 11, being the date of our annual memorial services, B. of L. E. Div. 819 and Div. 277, of the G. I. A. to the B. of L. E., met in the hall of the Engineers in the city of Portsmouth, Va., to do honor to the memory of our departed friends.

The purpose of the meeting was announced by F. T. Beazly, of Div. 819,

after which it was opened by prayer, followed by a very suitable program, which included singing and speaking.

At the close of the services, Brother Abel, of Div. 819, with Sisters Suerry and Williams, went to Oak Grove Cemetery with a choice lot of flowers to put on the graves of our departed friends.

All present were much pleased with the manner in which the memorial services were conducted. Yours very truly,

F. G. ABEL, Div. 819.

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ON Saturday evening, April 29, between 5 and 8 o'clock a banquet was served by the ladies in the banquet hall of the Trainmen's Home, Altoona, Pa., to the visitors and their families. Fully 700 people partook of the feast. The occasion was one long to be remembered by all in attendance. During the banquet referee Jacob G. Snyder, of the Compensation Bureau, delivered an address on the need of the compensation act and the benefits derived from it by widows and their families. After the banquet dancing was enjoyed in the ball room until midnight.

At the meeting held Sunday many prominent speakers delivered addresses. Bros. L. G. Griffing, A. G. C. of the B. of L. E., and Arthur J. Lovell, Vice-President of the B. of L. F. and E., spoke on the Eight-Hour Movement and matters of general interest to the Brotherhoods. Brothers Griffing's and Lovell's addresses were very instructive and greatly appreciated by all present. Brother Lovell has come to be a great favorite among our members and too much cannot be said in praise of his good work in the interests of the Brotherhood.

The meeting was addressed also by members of the different organizations, among whom were Bro. E. William Park, General Chairman of the B. of L. E. lines East of Pittsburgh and Erie; C. Devinney, retired engineer on Pennsylvania lines (formerly general chairman of lines East of Pittsburgh), and Bro. D. G. Myers, local chairman of the B. of L. E. Bro. J. W. Fluke, of the B. of L. E., acted as chairman of the meetings, and Bro. G. O. Wilson, of the B. of L. F. and E., acted as secretary.

The ladies' Auxiliaries and Lodges of the organizations entertained the visiting ladies and their families in the afternoon with readings, musical selections and victrola music, the victrola being loaned through the courtesy of A. J. Harter.

There were visiting members present from Pennsylvania, Delaware, New Jersey and the District of Columbia.

This meeting was one of the most successful that has been held.

The next fifth Sunday meeting will be held at Sunbury, Pa.

G. O. WILSON,

R. S. Lodge 287, B. of L. F. and E.

—B. of L. F. & E. Magazine.

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THE members of Divs. 732 and 54, Brotherhood of Locomotive Engineers, and Golden Rod Division 66, Ladies' Auxiliary to the Brotherhood of Locomotive Engineers, Matamoras, Pa., attended services at Hope Church, on Sunday evening, June 11. It was the annual memorial service of the Divisions and a goodly attendance of the members were present in a body.

Rev. C. H. Gerhart, pastor of Hope Church, preached an interesting sermon to the engineers and the ladies of the Auxiliary. He said it was his privilege to run the engine with the engineers on board this time and stated that it was a fitting thing to set aside a day in which to honor their members who had passed away. It is estimated that 1,000 members of the Order died within the past year and others who have been stricken would be glad to be classed with them because life has no brightness for them now. He lauded the Order for the financial blessings which it has bestowed upon the members and their families. Another benefit which is derived from the Brotherhood is that which comes from organization. They had banded together to get what is due them financially and otherwise. The railroads are exacting. The day is past when the employer and employee worked side by side. Today the men have no personal contact with the men higher up.

Rev. Mr. Gerhart gave a history of the locomotive for years back and pointed out the great strain which is upon the

men today because of the great locomotives that are used to pull great trains and the dangers that lurk in the yards and at the terminals. The man in the cab has not let up but is always on the job. "You've organized to better your conditions, and have adopted high principles. We believe you have done well in adopting these principles which are sobriety, truth, justice and morality. If you follow these you are sure to win out." He told them they had thought of sobriety long before the heads of the railroads, truth is the best policy, justice is sought for men on the road and for those who patronize the roads, and morality is needed to attain the highest things in life.—*Port Jervis Local Press.*

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

The payment of \$50,000 hinges on the finding of Bro. D. F. Champion, of Houlton, Maine, who disappeared from Brownville, Maine, last January, leaving a wife and seven children in need.

The family of the missing man, who is a mechanical genius, have received an offer of \$50,000 for one of his inventions, but are unable to locate him.

Brother Champion dropped out of sight on January 26, 1916, after having worked for a time on the Canadian Pacific at Brownville Junction, Me.

Brother Champion is a member of Div. 688, Houlton, Me.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Jackson, Mich., July 5, typhoid fever, Bro. Frank E. Slayton, member of Div. 2.

Los Angeles, Cal., June 20, Bro. C. B. Lumsden, member of Div. 5.

Buffalo, N. Y., May 28, myocarditis, Bro. T. W. Griffin, member of Div. 15.

Logansport, Ind., June 2, suicide, Bro. John J. Coggriff, member of Div. 20.

Avon, N. Y., June 10, Bro. J. W. Carpenter, member of Div. 35.

Elmira, N. Y., May 31, acute dilatation of heart, Bro. C. O. Geiger, member of Div. 41.

Wilmington, Del., June 8, Bright's disease, Bro. F. M. Paris, member of Div. 51.

Baltimore, Md., June 13, crushed by car on coa tittle, Bro. J. K. Hitchcock, member of Div. 52.

Jersey City, N. J., June 13, ulcers of stomach, Bro. T. J. Eagan, member of Div. 53.

Springfield, Mass., June 17, angina pectoris, Bro. E. M. Deland, member of Div. 63.

Milwaukee, Wis., June 16, apoplexy, Bro. Wm. E. Lees, member of Div. 66.

Waukesha, Wis., June 5, gangrene poisoning, Bro. John McGeen, member of Div. 66.

West Haven, Conn., July 8, shock, Bro. Geo. O. Devine, member of Div. 77.

North Platte, Neb., June 24, hit by mail crane, Bro. John N. Bonner, member of Div. 88.

Glendale, O., July 8, Bro. Wm. E. Zimmerman, member of Div. 95.

Chicago, Ill., June 29, leakage of heart, Bro. J. H. Jensen, member of Div. 96.

Lawtey, Fla., June 8, paralysis and heart failure, Bro. C. J. Teare, member of Div. 96.

Hinton, W. Va., July 7, enteritis, Bro. E. G. Damewood, member of Div. 101.

Austin, Minn., June 25, tuberculosis of throat, Bro. Geo. E. Norton, member of Div. 102.

Houston, Texas, June 13, Bro. D. Briscoe, member of Div. 139.

Houston, Texas, June 1, Bro. Geo. Langston, member of Div. 139.

New Castle, Pa., June 22, dropsy, Bro. John N. Hooper, member of Div. 148.

Garrett, Ind., June 24, Bright's disease, Bro. Chas. H. Hopkins, member of Div. 153.

Decatur, Ill., June 16, pernicious anemia, Bro. J. S. Sweeney, member of Div. 155.

Stratford, Ont., Can., June 29, apoplexy, Bro. Frank Young, member of Div. 188.

Stratford, Ont., Can., June 16, derailment of engine, Bro. Samuel Wyatt, member of Div. 188.

Algiers, La., June 2, pneumonia, Bro. R. H. Hart, member of Div. 193.

Brookings, S. D., June 26, ulcers of stomach, Bro. C. S. Lunn, member of Div. 213.

Paducah, Ky., June 22, complications, Bro. Tobe Dulaney, member of Div. 225.

Carpentersville, Ill., June 27, tuberculosis, Bro. John Thompson, member of Div. 241.

Spooner, Wis., June 13, heart trouble, Bro. John Defenbaugh, member of Div. 241.

Ennis, Texas, June 11, suicide, Bro. W. Kitson, member of Div. 242.

Ft. William, Ont., June 28, acute indigestion, Bro. D. D. Smith, member of Div. 243.

White Water, N. M., June 16, Bright's disease, Bro. Chas. W. Henreaux, member of Div. 264.

Limon, Colo., June 13, apoplexy, Bro. Arthur Mooney, member of Div. 268.

Lakewood, O., June 17, apoplexy, Bro. L. W. Harmon, member of Div. 273.

Scranton, Pa., June 17, apoplexy, Bro. Wm. F. Madigan, member of Div. 276.

Albion, Pa., July 4, uraemia, Bro. R. F. Irwin, member of Div. 282.

Crewe, W. Va., June 19, cancer, Bro. W. A. Jenkins, member of Div. 291.

Roanoke, Va., June 30, complication of diseases, Bro. A. A. Jones, member of Div. 301.

Clearing Hospital, France, April 28, Bro. C. C. King, member of Div. 308.

Jacksonville, Fla., May 22, heart trouble, Bro. J. F. Thompson, member of Div. 309.

Dedham, Mass., June 11, Bright's disease, Bro. Edward I. McNaught, member of Div. 312.

Dedham, Mass., June 11, complication of diseases, Bro. F. A. Baker, member of Div. 312.

Abbotts Run, R. I., June 11, blood poisoning, Bro. Wm. G. Alexander, member of Div. 312.

Mt. Carmel, Pa., June 29, apoplexy, Bro. Benjamin Walters, member of Div. 316.

Roanoke, Va., July 2, Bright's disease, Bro. W. H. Westwood, member of Div. 401.

Milwaukee, Wis., June 19, cirrhosis of liver, Bro. H. G. Moore, member of Div. 405.

Montgomery, Ala., June 16, cholecystitis, Bro. J. H. Judkins, member of Div. 486.

Sacramento, Cal., June 23, stomach trouble, Bro. H. G. Hill, member of Div. 415.

Steuensburg, Ohio, June 23, chronic nephritis, Bro. John J. Caniff, member of Div. 416.

Ft. Smith, Ark., June 24, paresis, Bro. W. S. Clark, member of Div. 445.

Toledo, Ohio, June 24, paralysis, Bro. W. J. Sherwood, member of Div. 457.

Smithville, Texas, July 9, black smallpox, Bro. J. W. Cox, member of Div. 475.

Naashua, N. H., June 29, septic meningitis, Bro. Raymond A. G. Smith, member of Div. 483.

Arlington, N. J., June 11, run over by train, Bro. Daniel V. Arranta, member of Div. 497.

Sapulpa, Okla., June 15, engine turned over, Bro. A. C. Hinkley, member of Div. 507.

Little Rock, Ark., June 16, Bright's disease, Bro. W. C. Parker, member of Div. 554.

Punxsutawney, Pa., May 22, hemorrhage of lung, Bro. P. H. Hannon, member of Div. 619.

Beatrice, Neb., June 5, pericarditis, Bro. Reuben E. Tucker, member of Div. 621.

Sheridan, Wyo., April 30, typhoid fever, Bro. T. Scanlon, member of Div. 624.

Nachitoches, La., March 23, carbuncle, Bro. C. S. Godfrey, member of Div. 632.

Galesburg, Ill., June 12, diabetes, Bro. Jacob Meyer, member of Div. 644.

Trenton, Ont., July 2, typhoid fever, Bro. J. H. Sexsmith, member of Div. 658.

Buffalo, N. Y., July 4, hardening of arteries, Bro. Joseph P. Creadon, member of Div. 659.

Memphis, Tenn., April 6, killed, Bro. T. C. Shepard, member of Div. 672.

Reading, Pa., June 8, heart trouble, Bro. Chas. E. Jeter, member of Div. 709.

Janesville, Wis., July 6, mental trouble, Bro. John J. Callahan, member of Div. 710.

Ogden, Utah, June 6, killed, Bro. Wm. Schaeffer, member of Div. 713.

Ogden, Utah, June 6, killed, Bro. A. M. Campbell, member of Div. 718.

Austin, Texas, July 3, heart failure, Bro. C. B. Brady, member of Div. 841.

Ames, Iowa, July 4, cirrhosis of liver, Bro. J. W. Frashe, member of Div. 860.

Alexander, Va., July 6, diabetes, Mrs. Lennie Smith Brown, wife of Bro. Harry S. Brown, member of Div. 817.

Louisville, Ky., Mrs. Nancy F. Ferry, mother of Bro. F. C. Ferry, member of Div. 485.

Milwaukee, Wis., June 29, Bright's disease, Mrs. D. J. Callahan, wife of Bro. D. J. Callahan, member of Div. 66.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 19—J. Donnelly, from Div. 220.
- 42—Wm. Burke, from Div. 123.
- 60—Daniel McGraw, from Div. 756.
- 74—E. H. Earhart, from Div. 459.
- 77—John A. Richmond, from Div. 205.
- 139—H. J. Schultz, from Div. 435.
- 150—Bert Withrow, Daniel D. Kuhn, Fred Radsom, from Div. 625.
- 165—Robt. F. Lafey, from Div. 39.
- 186—Paul T. Gordon, from Div. 19.
- 220—J. C. Allen, from Div. 19.
- 238—G. A. Martin, from Div. 192.
- 253—John Maynard, from Div. 404.
- 260—Harry F. Bowers, A. F. Eggers, from Div. 565.
- 277—G. A. Doogan, from Div. 476.
- G. C. Jacobson, from Div. 159.
- 283—R. B. Marden, from Div. 383.
- C. W. Herrod, from Div. 238.
- 301—W. L. Wingfield, from Div. 401.
- 303—C. J. Johnston, from Div. 828.
- Thos. S. Sheean, from Div. 268.
- 309—John Q. Wallace, from Div. 578.
- 383—Henry Weber, A. W. Taylor, from Div. 739.
- 399—Herbert Locke, from Div. 144.
- 435—J. M. Shepard, from Div. 498.
- E. P. Blakely, from Div. 339.
- R. H. Keaton, from Div. 182.
- B. E. Colyar, from Div. 477.
- 460—H. Ernst, from Div. 343.
- 484—W. M. Law, from Div. 146.
- 504—E. W. Riordan, from Div. 392.
- 509—Newcombe Steeves, from Div. 76.
- 510—A. J. Clayton, D. J. McQuarrie, from Div. 823.
- 520—Joe Berg, from Div. 758.
- Wilbur L. Field, from Div. 548.
- 530—J. E. Moran, from Div. 857.
- 546—Orville I. Haviland, from Div. 492.
- 552—Harry J. Cullinane, from Div. 99.
- 580—John W. Waters, from Div. 33.
- 583—John McKeever, from Div. 737.
- C. Johns, from Div. 764.
- W. G. Dickinson, from Div. 355.
- 635—W. O. Hoover, M. L. Wicks, from Div. 424.
- 654—J. E. Williamson, from Div. 764.
- 657—C. G. Sutherland, from Div. 821.
- 667—R. W. Tomkins, from Div. 76.
- G. H. Tindale, from Div. 509.
- 689—John Langstreth, F. Maltais, from Div. 128.
- 715—Theodore Burgess, from Div. 76.
- 724—F. E. Brooks, from Div. 606.
- 750—A. D. Cooper, from Div. 355.
- 764—E. L. Plummer, from Div. 654.
- F. Nunn, J. Partington, from Div. 816.
- 784—F. R. Phillips, W. S. Clinton, W. G. Sisson, C. H. Marvin, F. J. Keller, from Div. 147.
- 793—Aubrey L. Attridge, from Div. 828.
- 794—F. E. Sweeney, from Div. 585.
- 805—W. G. Bonham, from Div. 510.
- 813—M. S. Byers, from Div. 159.
- 816—J. E. Williamson, from Div. 654.
- R. D. Bailey, from Div. 695.
- 817—E. C. Barrett, from Div. 749.
- 838—R. H. Keese, from Div. 823.
- 852—Robt. Yarnold, from Div. 728.
- 862—Thos. McGuire, from Div. 723.
- M. Bowles, from Div. 319.
- James Hand, from Div. 528.
- Geo. St. Louis, from Div. 486.
- John D. Logan, from Div. 668.
- 865—C. T. Wilcox, H. G. Yeargin, from Div. 473.

## WITHDRAWALS

*From Division—*

40—L. H. Schwartz.  
70—Thos. P. Ivens.  
126—A. J. Seymour.  
132—D. Green.  
189—H. Smith.  
197—T. W. Hines.  
208—Frank Banyard.  
245—W. W. Donaldson.  
282—J. F. Barnes.  
333—E. E. Anderson.  
432—H. J. Steen.

*From Division—*

433—Jerry Winklepleck.  
445—P. V. Hammersley.  
496—R. J. Smallwood.  
562—Wm. Hedge.  
590—Frank W. Stoops.  
657—B. O. Bean.  
704—E. M. Sutherland.  
744—M. V. Burnett.  
786—J. B. Adama.  
843—J. J. Rice

## REINSTATEMENTS

*Into Division—*

37—H. S. Osburn.  
57—Lewis F. Lawton.  
76—Jas. O'Brien,  
A. Bedard,  
H. J. Hogan,  
F. R. Stock,  
F. B. Jackson.  
77—Wm. S. Frost.  
85—R. C. Carter,  
G. W. Parish.  
107—B. C. Braham.  
145—Thos. J. Gilleran.  
155—W. J. Romick.  
198—J. D. Alexander.  
194—C. D. Faria,  
J. C. Cooper,  
R. Miller.  
220—F. M. Phillips.  
236—J. A. Hendrix.  
256—J. J. Horton.  
263—John McBride.  
266—H. J. Thompson.  
287—W. G. Dawson.  
286—Geo. Fee.  
302—J. R. Peters.  
309—C. A. Parker.  
340—F. J. Holtslander.  
382—G. W. Hurd.

*Into Division—*

333—R. B. Marden.  
386—J. E. Ryan.  
387—Frank T. Clayton.  
401—Walter L. Wingfield.  
404—Ed Halpin.  
411—J. M. Lynch.  
432—W. J. Brown.  
463—W. R. Kirby.  
474—Percy Paulding,  
H. O. Watts.  
497—Geo. Christie.  
506—C. E. Riley.  
532—Jas. T. Moore.  
548—W. L. Fields.  
554—Wm. Hoffman.  
562—James Doran,  
John Nelson.  
591—J. J. Cody.  
621—H. C. Hill.  
626—John Creaton.  
660—C. A. Cochrane.  
705—Frank Hunsicker.  
763—W. E. Glasgow.  
770—D. A. Hopkins.  
780—Wm. Collins.  
785—C. E. Massie.  
801—Ben LaGrange.  
868—R. H. Roe.

## EXPELLED

## FOR NON-PAYMENT OF DUES

*From Division—*

371—T. C. Hayes.  
409—W. P. Wright.  
B. F. Newman.

*From Division—*

461—W. J. Burke.  
563—George Murray.  
657—D. J. Nicholson.

## FOR OTHER CAUSES

*From Division—*

4—J. J. Ludwigeon, Geo. Thornton, forfeiting insurance.

*From Division—*

18—J. J. Canfield, non-payment of insurance.  
23—J. B. Thomas, forfeiting insurance.  
34—J. A. Morgan, non-payment of insurance.  
58—Wm. Minner, Leon Hillsinger, forfeiting insurance.  
96—J. J. Kelly, S. G. Smith, forfeiting insurance.  
97—C. E. Virts, W. A. Riggren, forfeiting insurance.  
101—R. L. Leake, W. R. Thrasher, forfeiting insurance.  
140—Ed. Finnegan, securing transportation under false statements.  
173—Willis P. Christie, forfeiting insurance.  
182—W. L. Yarbrough, B. Simpson, forfeiting insurance.  
187—O. C. Justice, forfeiting insurance.  
205—H. E. Holly, Jas. E. Williams, J. W. Smith, forfeiting insurance.  
221—Wm. B. Ferguson, non-payment of insurance.  
242—J. W. Price, non-payment of insurance.  
255—J. H. Wilson, H. E. Cornell, forfeiting insurance.  
265—L. E. Rawls, forfeiting insurance.  
281—M. J. Carrick, forfeiting insurance.  
282—W. D. Eckert, forfeiting insurance.  
294—A. W. Judge, J. C. Hansen, non-payment of insurance.  
312—Edwin J. Kempton, forfeiting insurance.  
317—John A. Roark, violation Sec. 52, Statutes.  
323—J. W. Goodwin, non-payment of insurance.  
335—W. H. Lane, violation Sec. 52, Statutes.  
339—D. B. Pittman, forfeiting insurance.  
352—N. Cheshire, violation Sec. 52, Statutes.  
380—E. S. Cook, C. J. Collins, non-payment of insurance.  
Bert Cook, not taking out insurance.  
394—Henry Casey, forfeiting insurance.  
401—C. I. Gilleland, unbecoming conduct.  
406—Geo. E. Pahel, non-payment of insurance.  
412—M. C. Reed, not corresponding with Division.  
441—Wm. Bessler, violation of Sec. 37, Statutes.  
454—John Frankovic, forfeiting insurance.  
473—T. M. Tarpey, non-payment of insurance.  
503—Floyd Remington, forfeiting insurance.  
504—M. B. Proctor, forfeiting insurance.  
505—R. C. Edwards, non-payment of insurance.  
530—A. Tipton, failing to correspond with Division.  
531—L. J. Neafus, non-payment of insurance.  
562—Geo. Ferguson, not corresponding with Division.  
617—E. W. Mowdy, deserting his family.  
624—S. Pritchett, forfeiting insurance.  
636—J. W. Holloway, violation of obligation.  
662—B. G. Wallace, forfeiting insurance.  
695—N. J. Hartman, forfeiting insurance.  
706—R. A. Stringer, forfeiting insurance.  
736—T. T. Wiseman, non-payment of insurance.  
769—J. H. Hutchinson, non-payment of insurance.  
823—J. L. Bailey, L. P. Daniels, forfeiting insurance.  
828—J. B. Woods, not corresponding with Division.  
844—H. J. Myers, forfeiting insurance.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

## CHANGE OF ADDRESS.

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## OLD ADDRESS.

Postoffice..... State.....

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 288-291

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, August 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
237	George T. Lane...	43	667	Jan. 10, 1912	June 3, 1916	Killed.....	\$1500	Alice Lane, w.
238	T. J. Egan.....	50	53	Aug. 29, 1900	June 13, 1916	Intestinal ulcer.....	3000	Rose Egan, w.
239	Walter Kitson.....	59	242	Dec. 14, 1894	June 11, 1916	Suicide.....	3000	Sons.
240	J. P. Smith.....	62	10	July 10, 1887	May 24, 1916	Chronic prostatitis.....	3000	Mrs. J. P. Smith, w.
241	Wm. C. Parker.....	48	554	May 3, 1909	June 16, 1916	Nephritis.....	3000	Jennie Parker, w.
242	S. W. Evans.....	61	135	Mar. 25, 1895	May 20, 1916	Uraemia.....	1500	Fannie K. Evans, w.
243	Wm. F. Madigan.....	46	276	Aug. 13, 1901	June 17, 1916	Cerebral apoplexy.....	1500	Eliz' th'H. Madigan, w.
244	Frank M. Sliker.....	36	767	July 21, 1909	June 8, 1916	Heart disease.....	1500	Luella Sliker, w.
245	J. K. Hitchcock.....	65	52	Sept. 14, 1887	June 13, 1916	Killed.....	3000	Sallie M. Hitchcock, w.
246	E. M. DeLand.....	57	63	Oct. 19, 1903	June 17, 1916	Angina pectoris.....	1500	Estella A. DeLand, w.
247	J. C. Wintersteen.....	48	652	Oct. 18, 1903	June 16, 1916	Cardiac failure.....	750	Lizzie Wintersteen, w.
248	B. N. Walters.....	54	316	May 10, 1908	June 9, 1916	Apoplexy.....	1500	Mary A. Walters, w.
249	W. G. Alexander.....	55	312	Nov. 22, 1890	June 11, 1916	Septicemia.....	1500	Clara A. Alexander, w.
250	H. G. Moore.....	47	405	Sept. 20, 1898	June 19, 1916	Cirrhosis of liver.....	1500	Minnie Moore, w.
251	J. H. Juddkins.....	41	495	July 30, 1913	June 17, 1916	Inflamat'n gall blad'r.....	3000	Flor'ce C. Juddkins, w.
252	D. V. Arrants.....	46	497	Apr. 25, 1914	June 11, 1916	Killed.....	1500	Susie F. Arrants, w.
253	John J. Cosgriff.....	40	20	Sept. 9, 1907	June 7, 1916	Poisoning.....	1500	Marie Cosgriff, w.
254	Jas. C. Motley.....	47	375	Sept. 14, 1908	Apr. 24, 1916	Right eye removed.....	3000	Self.
255	R. A. G. Smith.....	39	483	Mar. 17, 1907	June 29, 1916	Meningitis.....	1500	Mary A. Smith, w.
256	F. A. Mailloux.....	48	524	Aug. 7, 1892	May 13, 1916	Chronic nephritis.....	3000	Minnie Mailloux, w.
257	Chas. J. Teare.....	50	96	Dec. 1, 1894	June 8, 1916	Paralysis.....	3000	Catherine Teare, w.
258	Dan Briscoe.....	54	139	Oct. 30, 1900	June 13, 1916	Chronic nephritis.....	3000	Edw. E. Briscoe, w.
259	John Defenbaugh.....	68	241	Nov. 23, 1896	June 13, 1916	Heart failure.....	3000	C. A. Defenbaugh, w.
260	J. E. Mulligan.....	71	5	Mar. 30, 1887	Apr. 29, 1916	Cancer of stomach.....	3000	Flor'ce A. Phelan, d.
261	Samuel Wyatt.....	37	188	Jan. 15, 1905	June 16, 1916	Killed.....	1500	Mary Wyatt, w.
262	W. A. Jenkins.....	58	291	June 30, 1897	June 19, 1916	Cancer of stomach.....	1500	Lucy H. Jenkins, w.
263	J. C. Deshler.....	52	37	Nov. 17, 1902	June 15, 1916	Cerebral abscess.....	1500	Alice I. Deshler, w.
264	Tobe Dulaney.....	42	225	Dec. 2, 1907	June 21, 1916	Heart failure.....	1500	Ellen M. Cornwell, w.
265	J. W. Carpenter.....	36	35	Sept. 29, 1914	June 10, 1916	Congestion kidneys.....	3000	Theresa Carpenter, w.
266	E. A. Bennett.....	60	516	Jan. 1, 1889	June 14, 1916	Peritonitis.....	1500	Mary O. Bennett, w.
267	C. H. Hopkins.....	69	153	Jan. 8, 1889	June 24, 1916	Cerebral apoplexy.....	3000	Sarah J. Hopkins, w.
268	T. M. Skok.....	38	147	June 8, 1911	June 15, 1916	Peritonitis.....	1500	Helen Skok, w.
269	W. S. Clark.....	52	445	Nov. 6, 1891	June 24, 1916	Paresis.....	3000	Effie B. Clark, w.
270	H. G. Hill.....	62	415	Aug. 4, 1892	June 23, 1916	Cholecystitis.....	1500	Nellie L. DeLano, d.
271	John Horn.....	63	175	Feb. 6, 1884	June 30, 1916	Sarcoma.....	3000	Mary Horn, w.
272	Fred T. Burkey.....	45	227	May 22, 1904	June 20, 1916	Cerebral hemorrhage.....	750	Elizabeth Burkey, w.
273	A. C. Hincley.....	37	507	Apr. 1, 1907	June 15, 1916	Killed.....	3000	Maude Hincley, w.
274	C. E. Jeter.....	51	709	Nov. 22, 1911	June 8, 1916	Mitral regurgitation.....	1500	Lizzie R. Jeter, w.
275	A. A. Jones.....	64	301	Oct. 1, 1892	June 30, 1916	Dilatation of heart.....	1500	Mrs. J. C. Jones, w.
276	M. Daley.....	71	123	Dec. 13, 1880	June 26, 1916	Tuberculosis.....	3000	Ann J. Daley, w.
277	J. W. Frashe.....	53	860	Nov. 2, 1892	July 4, 1916	Cirrhosis of liver.....	3000	Amelia Frashe, w.
278	J. P. Creaton.....	40	659	May 28, 1905	July 4, 1916	Nephritis.....	8000	Thos. M. Creaton, b.
279	J. J. Caniff.....	55	416	Jan. 21, 1901	June 23, 1916	Nephritis.....	3000	Mary A. Caniff, w.
280	Arthur Mooney.....	67	268	Dec. 11, 1896	June 13, 1916	Apoplexy.....	4500	Wife and children.
281	Frank Young.....	61	188	May 3, 1884	June 28, 1916	Apoplexy.....	3000	Emma Young, w.
282	J. N. Hooper.....	72	148	Nov. 25, 1889	June 30, 1916	Mitral regurgitation.....	3000	Children.
283	C. B. Lumsden.....	59	5	Apr. 25, 1892	June 21, 1916	Tabes dorsalis.....	1500	C. L. Foeschimbaur, d.
284	C. W. Henneux.....	44	264	Feb. 18, 1907	June 16, 1916	Bright's disease.....	1500	Blan' bel. Henneux, w.
285	Wirt Pence.....	35	583	Oct. 28, 1909	Apr. 29, 1916	Killed.....	1500	Annie Holder, w.
286	E. G. Damewood.....	41	101	Feb. 4, 1906	July 7, 1916	Gastritis.....	1500	Jno. A. Damewood, f.
287	W. H. Westwood.....	49	401	Nov. 18, 1900	July 2, 1916	Bright's disease.....	3000	Maggie Westwood, w.
288	W. E. Zimmerman.....	48	95	May 7, 1899	July 8, 1916	Sarcoma.....	4500	Minnie Zimmerman, w.
289	John H. Paine.....	40	705	Aug. 1, 1909	July 11, 1916	Drowned.....	1500	Lillie Paine, w.
290	M. J. Sullivan.....	60	369	Apr. 1, 1887	July 13, 1916	Mitral insufficiency.....	1500	Cather'ne Sullivan, w.
291	Joseph Blair.....	40	565	Mar. 29, 1910	July 15, 1916	Apoplexy.....	1500	Minnie Blair, w.

Total number of death claims  
Total number of disability claims

54 } 55  
1 }

Total amount of claims, \$123,000.00

## Financial Statement

## MORTUARY FUND FOR JUNE

CLEVELAND, O., July 1, 1916.

Balance on hand June 1, 1916.....		\$121,448 65
Received by assessments 89-93 and back assessments.....	\$198,946 40	
Received from members carried by the Association.....	1,596 45	
Interest for June.....	596 58	
	<u>\$201,139 43</u>	<u>\$201,139 43</u>
Total.....		\$322,588 08
Paid in claims.....		136,563 34
Balance on hand June 30.....		<u>\$186,024 74</u>

## SPECIAL MORTUARY FUND FOR JUNE

Balance on hand June 1.....		\$559,255 90
Received in June.....	\$22,788 97	
Interest for six months ending June 30.....	1,070 61	
	<u>\$23,859 58</u>	<u>\$23,859 58</u>
Total.....		\$583,115 48
Cost of exchange on interest credit.....		15 37
Balance on hand June 30.....		<u>\$583,100 11</u>

## EXPENSE FUND FOR JUNE

Balance on hand June 1.....		\$ 77,283 89
Received from fees.....	\$ 299 93	
Received from 2 per cent.....	4,557 76	
Interest for six months ending June 30.....	1,525 08	
	<u>\$ 6,382 77</u>	<u>6,382 77</u>
Total.....		\$ 83,666 66
Expenses for June.....		2,887 70
Balance on hand June 30.....		<u>\$80,778 96</u>

## Statement of Membership

## FOR JUNE, 1916

<i>Classified represents:</i> .....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership May 31, 1916.....	1,548	42,794	122	19,778	7	4,520
Applications and reinstatements received during month.....	..	249	..	86	..	18
Totals.....	1,548	43,043	122	19,864	7	4,538
From which deduct policies terminated by death, accident, or otherwise.....	8	161	..	54	..	8
Total membership June 30, 1916.....	1,540	42,882	122	19,810	7	4,530
Grand total.....						68,891

## "YOU CANNOT FORECAST THE FUTURE."

Unseen death is around all of you when you are in the service, and walks with you upon the streets, ready for you at any moment, while you, in turn, are never ready for it.

You might say that you have never had an accident in the service in your life, but, my brother, both good luck and bad luck visit all some time. You cannot always be lucky, bad luck may come to you in many other accidental ways. Ten Million accidents, and Ninety-five Thousand people killed, is the record in the United States for the last year. It necessarily follows that thousands of families were deprived of a livelihood. If you depend upon your ability to work to get the necessities of life, what will happen to you, or your family, when your turn comes?

We feel satisfied that many of you have forgotten our Accident feature entirely, and are still carrying a contract with an old line company at a cost of, at least, fifty per cent more than ours. Business reverses may come and go, but nothing can touch the Accident contracts taken out with your Association for the protection of yourself and your family.

The important question is, are you carrying any, or enough, Accident insurance? You will quite likely answer, "It keeps me hustling to pay the premium on my present contract, I couldn't think of increasing it." This difficulty is far more apparent than real. Your premium payments are made quarterly, and the amount seems large, but if you will divide the annual premium into fifty-two weekly payments, you will have to agree with us that the amount is trifling.

So, do not put off until tomorrow things that can be so easily handled today. Write us, or see the Insurance Secretary of your Division, and you can get any information that you desire with reference to our Accident contracts. We feel satisfied that after you get this information, you will see the importance of protecting yourself and your family.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.



## WEEKLY INDEMNITY CLAIMS PAID JULY 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
419	101	J. H. Masie	\$ 48 57	490	282	F. B. Morford	\$34 29
420	657	John Rutherford	105 71	481	404	G. R. Hall	48 57
421	154	John H. Burns	120 00	482	159	D. D. Flook	32 14
422	385	T. F. Freelove	31 43	483	738	Jas. N. Smith	28 57
423	393	Fred M. Hobbs	100 00	484	834	F. E. Gunn	28 57
424	708	C. G. Mee	128 57	485	514	M. A. Miot	80 00
425	554	C. W. Hemphill	28 57	486	507	J. E. Harvey	17 14
426	743	J. W. Creasy	20 00	487	490	W. H. Gardner	30 00
427	817	O. P. Angelo	31 43	488	733	Burke Bruner	14 29
428	29	J. L. Richards	25 71	489	702	J. W. Hurst	40 00
429	78	W. L. Bowles	54 29	490	592	Wm. W. Milner	40 00
430	426	A. T. Montz	15 00	491	175	W. J. Finley	62 86
431	248	D. K. Morse	20 00	492	301	T. F. Dixon	48 57
432	598	Marshall Baskin	91 43	493	261	James Heoy	184 29
433	179	C. J. Knox	28 57	494	502	Alfred Donnelly	74 29
434	442	Henry Kenward	20 00	495	372	S. W. Gavin	291 43
435	271	G. J. Emery	48 57	496	8	C. A. Hannaford	57 14
436	569	J. C. Hartzler	10 00	497	726	Albert F. Pansegrau	362 14
437	179	John O'Reilly	17 16	498	527	C. V. Stewart	12 86
438	26	O. D. Seay	25 00	499	218	Grant Culver	74 29
439	366	Wm. Francis	77 14	500	190	E. B. Nunnally	12 86
440	187	Wm. D. Scott	102 86	501	242	Chas. Roland	64 29
441	499	R. J. Ayotte	28 57	502	232	H. J. Jondrow	20 00
442	813	Wm. Buckston	11 43	503	448	J. W. Weddle	20 00
443	297	Harry Doran	2 86	504	733	George R. Luby	11 43
444	277	Robert L. Robertson	8 57	505	444	John H. Delano	45 71
445	66	Alfred Kennedy	51 43	506	547	Eugene Frost	62 86
446	210	John Ramsey	184 29	507	212	B. J. Lindner	60 00
447	203	Lloyd Leonard	32 14	508	471	F. W. Callan	66 43
448	421	Byron D. Willoughby	62 14	509	423	J. W. Hall	22 86
449	307	J. G. Smith	5 71	510	236	C. R. Hagemeyer	50 00
450	666	R. W. McKinley	38 58	511	177	Albert Morris	22 86
451	525	John F. Taylor	80 00	512	333	W. J. Murphy	28 57
452	86	Curtis Jones	57 14	513	196	J. H. Fuqua	85 71
453	482	C. C. Haynes	77 14	514	593	M. E. Kelly	20 00
454	448	W. F. Dooley	45 71	515	239	Ed Barringer	34 29
455	408	Jas. A. Beverage	34 29	516	203	Frank S. Keith	25 71
456	471	W. A. Comstock	30 00	517	17	T. A. Newcomb	20 00
457	724	O. L. Zachman	17 14	518	130	J. E. Jett	14 29
458	385	Thomas Brazil	206 74	519	547	F. L. McMillan	7 14
459	210	Lewis Jackson	88 57	520	517	J. H. Wolfe	55 71
460	602	Elmer C. Sabin	42 86	521	159	B. C. Hildebrand	28 57
461	184	B. D. Otten	20 00	522	600	Chas. McGowan	260 00
462	304	David Patterson	68 57	523	584	Peter A. Worden	17 14
463	782	R. J. Flanigan	12 86	524	134	C. V. Smith	22 86
464	364	A. M. Bentley	151 43	525	267	W. S. Weddle	17 14
465	8	G. J. Clemens	8 57	526	267	S. T. Hollar	88 57
466	156	E. W. Finck	94 29	527	7	John M. McDonald	21 43
*467	339	W. B. Stevenson, Adv.	100 00	528	784	James R. Moffatt	10 00
468	423	John W. Payne	20 00	*142	179	H. T. Roesler, Adv.	200 00
469	820	A. A. Wilkins	11 43	*818	210	J. L. Fickling, Adv.	150 00
470	569	H. B. Parker	31 43	*949	66	C. A. Robinson, Adv.	55 00
471	58	T. H. Purcell	30 00	*76	408	G. W. Moore, Adv.	130 00
472	86	E. G. Cogley	48 57	107	430	K. Birchard, Bal.	390 00
473	609	Roy K. Stewart	11 43	455	177	Charles H. Reed, Bal.	150 00
474	190	D. S. Newland	60 00	78	83	John Beckerley, Bal.	198 57
475	267	D. G. Rowe	34 29	264	199	J. A. Davidson, Bal.	257 14
476	606	C. E. Condon	30 00	*265	248	H. S. Finch, Adv.	50 00
477	267	H. H. Sullivan	208 57	*342	569	W. L. Smith, Bal.	65 71
478	834	J. R. Whitworth	65 71	401	16	Harry Mackey, Bal.	90 00
479	770	D. L. Miller	40 00				

\$7,815 76 \$7,815 76

Total number of Weekly Indemnity Claims, 114. \*Number of Advance Payments on Claims, 6.

\*\*Claims reopened, 1.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID JULY 1, 1916.

Claim	Div.	Name	Amt. Paid
175	- 849	- B. F. Lee, right leg amputated	\$2,000 00
			\$2,000 00
			\$2,000 00
			\$9,815 76

Total number of Indemnity Death and Disability Claims, 1.

Weekly Indemnity Claims paid from December 1, 1906, to June 1, 1916... \$793,507 22

Indemnity Death and Disability Claims paid from April 1, 1907, to June 1, 1916... 302,732 14

\$1,096,239 36 \$1,096,239 36

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

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# LOCOMOTIVE ENGINEERS JOURNAL

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Vol. 50

SEPTEMBER, 1916

No. 9

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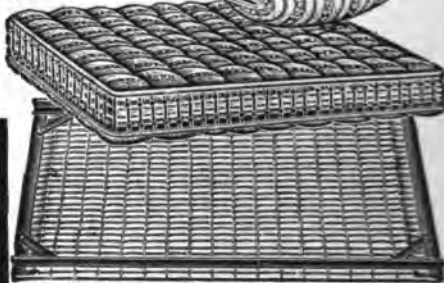
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## The Apple of Ivory

BY JOTHAM KINGSLEY

Dick Hastings looked around at the threatening faces of the Chinese who had gathered about his peaceful little caravan.

Wung, his interpreter, stepped forward with manifest fear written on his round, flat face.

He chattered shrilly with the head man of the richly dressed band which had halted his progress through the beautiful scenic country watered by the upper Yangtzekiang.

"What does he say?" broke in Dick impatiently.

The interpreter turned a frightened countenance toward his employer. He spoke rapidly in English.

"They are the servants of the ruler of this province—the great mandarin, Hep Foo. Hep Foo has found out that you have made devil pictures of the Sacred chasm, and he has ordered his men to seize you."

"Where does he live?" asked Dick.

"At the end of that road, my lord. It is an hour's journey."

"Have you told these men that I have a permit from the Chinese government authorizing me to take photographs of the beautiful scenery in your country?"

"Yes, my lord, but they are afraid of the picture machine and the great Hep Foo has ordered you to be brought before him and"—Wung hesitated.

"And what—speak up, Wung!" ordered Dick impatiently.

"And if you are guilty you are to be beheaded at dawn tomorrow."

"Ah!" Dick thought intently for several moments.

"Lead the way, Wung," commanded Dick as he placed himself beside the coolie who was shouldering the heavy camera.

The mandarin, Hep Foo, sat in his audience chamber on a chair of carved ebony, enriched with ivory, and his feet, incased in yellow satin slippers, rested on a rich crimson silk cushion.

A bell rang somewhere in the palace, and instantly a servant parted the curtains of the doorway, approached the dais and kotowed before the mandarin.

"My lord, the caravan of the foreign devil is here."

"I will give audience now," muttered Hep Foo.

Presently the doors were flung wide and almost instantly the audience chamber brightened with the brilliant colors of the fifty servants, who ranged themselves in a large semicircle before the dais. Within the semicircle were Dick Hastings, Wung, his interpreter of the numerous dialects of the country, and not the least important object, the costly camera.

Dick Hastings could understand the court language, and when Hep Foo learned this he waved the interpreters aside and turned his little black eyes on the young American.

"Explain your actions," he ordered briefly.

Dick did so, showing his authority from Peking and exhibiting several finished photographs of the scenery near the mandarin's home.

To Dick's surprise, Hep Foo exhibited every evidence of fear when he saw the pictures.

"It is magic," he muttered, shrinking back in his chair. "Take away the devil pictures and burn them!"

"Your excellency cannot understand how harmless these pictures are!" protested Dick. "Your government officials"—

Hep Foo lifted a long yellow claw.

"I am my own government," he said magisterially. "I have learned of your wicked practices in my province. You have caused evil to befall many of my people. Some of them have died."

"Is there evil in making a picture of a beautiful mountain or a river?" demanded Dick warmly. "Why, your own artists have transferred a likeness of the dragon to silk and porcelain, and even your great empress permitted a foreigner to paint her portrait in the imperial palace at Peking!"

"To satisfy the gods and to avenge my people the evil eye must go!" was his decision.

"Your excellency will make restitution, then?" Dick asked politely. "The camera is very valuable."

Hep Foo nodded. "Your servant, Wung, said it was valuable," smiled the mandarin faintly. "He said you pointed the evil eye at any object you wished; then you opened the devil machine and drew out a glass, with which you retired to a dark place lighted by a dim red lamp. He spied upon you once and saw you place the glass in water and then breathe upon the water, muttering as you did so, and as you breathed upon the glass the picture came out upon it clearly; thereupon Wung hastened to send me word of your wickedness against my people."

"As it is useless to try to convince your excellency that there is no magic about this picture taking, I can only repeat that you must make restitution for your ill

treatment of me or else"—He hesitated and smiled confidently.

"Or else"—snarled Hep Foo, with sudden and unexpected ferocity.

"I must remind your excellency that a few hundred li down the river American gunboats are anchored."

"Humph! What can your gunboats do to me?" scoffed the mandarin, who had never seen a gunboat in his monotonous life.

Dick smiled.

"They will force you to make restitution, or they will take you prisoner and carry you to Peking."

Hep Foo was silent for a long time. At last he lifted his head and barked a sharp order to his secretary. The man vanished at once, and a look of surprise and fear passed over the faces of the people.

Wung, the traitor servant of Dick, was evidently suffering with remorse at having betrayed his generous employer, for he moved slowly until he stood directly behind the American and muttered a few words in English that Dick barely caught before Wung glided back to his former position quite unnoticed by the Chinese who stood to a man with eyes glued on the door through which the secretary would return.

These are the words that Wung uttered:

"Take not the melon, for a deadly asp is hidden within; take not the orange, for it is poisoned; the pear and the plum will stifle you with noxious fumes, but the apple—it is safe to take the apple, my lord."

Dick would have laughed Wung's warning to scorn, for he had no reason to trust the man, but the servant's fear was evident, and the following incident convinced him that Wung's warning was sincere.

"What said you to the foreign devil?" asked Hep Foo of Wung.

"I was taunting him, my lord," lied Wung humbly.

"Dog, be out of my presence!" thundered Hep Foo. And the unlucky Wung was dragged out and thrust through the gates to wander dejectedly where he might.

Then the secretary returned, and in his hands he bore a red lacquered tray, on which was piled fruit of most exquisite tint and form—a melon, a pear, a plum, an orange and a rosy apple. The secretary stood before Dick, and the young man looked closely at the fruit.

To his surprise it was carved from ivory, with delicate tinting cunningly laid on. The stems were of ebony and the leaves of polished jade.

"Choose," ordered Hep Foo—"choose, foreign devil! And you must abide by whatever fate is allotted by your choice."

"In other words, be a sport," muttered Dick grimly. Then to the mandarin he said, "And if a kindly fate befalls me, excellency, I am assured of a safe departure from your domain?"

"I am Hep Foo, and my word is good," said the mandarin proudly.

Dick was muttering to himself:

"Not the melon, nor the pear, plum or orange, but the rosy apple for mine. But I must keep 'em guessing for a minute."

So his hand poised uncertainly above the melon only to dart over to the orange and from that to the plum, then again to the tempting greenness of the melon and at last to alight surely on the ivory apple.

"This, excellency, is my choice," he declared.

A long sigh burst from the assembled Chinese, and with one accord they looked up into Hep Foo's baffled countenance.

"You are lucky—lucky," he muttered at last. "Take him away," added Hep Foo, impatient of the close scrutiny of his servants.

The secretary gave the tray of ivory fruit to an underling, kotowed to Hep Foo and, motioning to Dick Hastings, stalked toward the door.

Dick kotowed in the accepted manner and then arose and laid a hand on his precious camera.

Hep Foo leaned forward, a look of deadly hate upon his face.

"Is it not enough that you have chosen my ivory apple?" he shrilled angrily. "Is it not the most precious of my possessions? Never before has it been

chosen, and now—to lose it to a foreign devil!" He spat contemptuously. "Leave the devil machine here. It will be destroyed. The ivory apple is reward enough for any man, however greedy he may be."

Now a dozen Chinese leaped forward and pushed Dick out of the door, through a long corridor paved with marble, into a stone courtyard, where the secretary awaited his coming.

"Come," said the man briefly. And Dick Hastings followed.

While he mourned the loss of the camera, which would put a stop to his expedition and stamp it a failure, he puzzled over his future—if his employers dispensed with his services what was he to do? There was a girl back there in the United States who was waiting for him with a woman's indomitable faith in his ability to achieve success and return to her and the little home they had planned to build when they were married.

Suddenly the secretary broke the silence as they walked down the avenue of pines:

"Once the red lacquer tray was heaped high with fruit, and each fruit held a fate in its heart. Tradition says that many men have chosen the bunches of purple grapes and the different berries and the luscious peaches and the crimson-hearted pomegranate, but this is the first time that one has chosen the ivory apple. The god of luck was with you."

"And why am I lucky in choosing merely a beautiful specimen of ivory?" demanded Dick bitterly. "I have lost my camera and it is worth many hundreds of dollars. I am turned out into a strange and hostile country without food. How am I to get back to Shanghai?"

They had reached the gate at the end of the avenue now and the secretary paused and a smile chased across his inscrutable face and vanished as he turned away.

"I would have my lord consult the ivory apple," he said dryly. "Within is the answer to all the perplexities as well as the reason why he should consider this his lucky day!"

The secretary padded softly back to the palace.

Dick felt the apple in his coat pocket and trudged on in the direction of the river. As he passed the place where he had been challenged by the mandarin's men he heard a rustling among the bamboos that fringed the road and then Wung stood before him, disheveled and ashamed to meet his master's eye.

But he held forth something in his hand that softened Dick's animosity and almost brought tears to that half starved young man.

It was a blue bowl of steaming rice.

"I begged it from a farmer," said Wung humbly. "Now that you have the ivory apple, perhaps my lord will forgive me and hasten away from this spot. It would be like the great Hep Foo to repent and send some of his men forth as bandits and to capture the ivory apple. If my lord will condescend to look within it he will understand how lucky he is today! I have long heard of the ivory apple, but no one ever chose it before!"

Dick laughed. "My hunger is greater than my curiosity, Wung. After I have eaten we will look within the apple. Tell me, have you had anything to eat yourself?"

Wung nodded and smiled. "Another bowl of rice," he said.

In five minutes Dick had emptied the bowl and returned it to Wung, who vanished among the bamboos. When the interpreter had returned Dick arose and made ready to go on toward the river.

"The apple, my lord!" urged Wung anxiously. "Look within it now and remove the luck, then if you are captured they will take the apple, and you may keep what is within."

"Good advice," agreed Dick. And, stepping into the shadow of the trees, he held the ivory apple between his hands and twisted the fruit sharply. It fell in two halves. In one half was the perfect reproduction of an apple's core, even to the ebony seeds. In the other half was a deep hollow, and in the hollow reposed the largest emerald Dick Hastings had ever seen.

"It is a great fortune," breathed Wung excitedly. "Some call it the 'little green

apple.' It belonged to Hep Foo's father. It is Hep Foo's favorite game to make an enemy choose among the fruit, and more often they pick out the melon, with the deadly asp in its heart, or the poisoned orange. But the apple has always been untouched until today. Let us go on, my lord. Hep Foo may follow."

A month later Dick Hastings arrived in Shanghai ragged, unkempt and quite disreputable looking, but next to his heart there was hidden the emerald that meant happiness for him and the girl he loved, and the little home in California would be more perfect than they had dared to dream. And Wung, suitably rewarded by Dick Hastings, does not dare leave Shanghai or its environments for fear of the vengeance of Hep Foo.

---

### His Race for Life

BY CLARISSA MACKIE

Paul Dunlap halted his racing camel and turned around to glimpse his pursuers.

Far behind, there among the sand dunes of the Algerian desert, were little black dots winding in and out among the dunes, now rising to view and again melting from sight behind some protecting hillock of sand.

Paul spoke sharply to his beast, and the camel shook his homely head, gay with trappings of red leather and silver, and without apparent exertion rocked forward at a most amazing rate of speed.

Mile after mile vanished under those broad hoofs, and each time that Paul turned around his pursuers still held the same distance. Although some of them were mounted on fleet Arabian horses, not one had apparently gained an inch of the race.

It was late afternoon when Paul sighted the blue blur that marked the Oasis el Dur. At first he thought it was a mirage, but at last he was convinced that indeed he was approaching cool shade, food and water. He was weary with 20 hours of hard riding, he had not eaten since early morning, and only occasionally had he swallowed water from his flask.

Water was very precious, and he must make it last.

Now with the oasis in sight he could drain the flask and satisfy his thirst to a degree.

A last glance over his shoulder showed him that his enemies had given up the pursuit for the moment. Evidently they were making camp so that they might rest and eat and thus be ready to continue the chase after the full moon had risen to flood the desert with light.

The oasis was a small one, but it possessed a good well of water, a group of date palms and a little grass that the camel promptly nipped away.

Paul watered the camel, satisfied his own thirst and plucked some dates and filled his saddlebags with more of the desert fruit. He filled his flask with the cold water and also filled a goatskin water bag that dangled limply from the saddle.

He looked to his weapons to see that they were in readiness; then, sitting down with his back against a tree, he turned his face toward the west, where he might watch for the coming of his enemies.

Occasionally he closed his aching eyes, but he did not dare to hold them thus for very long. He caught himself nodding now and then.

It had been a long day and a wearing one.

Paul Dunlap had left the city on the rim of the desert with a faithful guide who was to lead him across the Algerian desert to Murzuk. Ali Mora had been highly recommended by the hotel where the American was stopping, and Paul had been attracted by the alert, bright-eyed young man.

On the third day out when the desert city was far behind, Ali Mora had suddenly sickened. Whether it was some organic trouble or whether it was a malady induced by a trial of some of Paul's tinned provisions the American could not find out. All he knew was that Ali Mora had developed a high fever and suffered much pain.

Paul had searched his "first aid" case for remedies and had applied such as he deemed would help the stricken man. But all to no purpose.

Just at sunset the night before Ali Mora had turned his face toward Mecca

and died, and at that very moment a large band of Bedouin Arabs came flashing up on their unshod horses.

Their leader, a fierce-eyed sheik of commanding presence, demanded the reason of the guide's death, and when Paul had endeavored to explain in halting Arabic they had cut him short and pronounced death against him.

So he sat down and leaned against the recumbent form of his camel while the Bedouins made preparations to take him to their encampment.

Ali Mora's death had got him into trouble. This roving band of Arabs had seized the opportunity to rob him, and if he escaped with his life he would be lucky.

Well, he had managed to escape from them as they journeyed toward their encampment. Just as the black shadows of their tents came into view Paul had maneuvered his camel around a sand hillock and was a mile away before his flight was discovered.

If he could circle around to the north and then return to his starting place, the city of Ghourd-Aghrad, he was positive that with another guide, perhaps a little body-guard, he could successfully accomplish his projected trip across the desert.

In fact, he must accomplish it. He had made an arrangement to sell the photographs, together with an account of his journey across the desert, to a prominent American magazine, and he could not afford to lose the money. He had promised to deliver the first batch of photographs on the 1st of March, and now it was the 1st of January, and all his labor had been for naught.

When the moon was high Paul mounted his camel and rode toward the north. He had no doubt that he would run across his enemies sooner or later; indeed, if they had not believed him to be worn out by the day's race they would undoubtedly be sneaking around the oasis now, but they were sure of him. Foreigners had not the endurance of the desert people. So the Bedouins believed.

Paul had a good start while the moon was high; the racing camel was true to his name, and his long strides eliminated distances in an incredible manner.



Mile after mile the sand flew from under the hoofs of the strangely swaying beast, and at sunrise, just at the very moment when Paul was congratulating himself that he had outdistanced and outmaneuvered his enemies, he saw a black figure silhouetted against the pale desert.

It was a motionless horseman guarding a little group of white tents pitched in a hollow among the sand hillocks.

The horseman turned and shrilled a challenge at Paul, and by the time the young American had halted his camel he was almost upon the white tents.

The sentry was an Arabian, intelligent looking and with a smattering of the English language.

Paul explained his dilemma, and ere he had completed his explanation the Arab shouted wildly and pointed off to the southwest.

Plainly visible in the early sunlight was a scattering company of horsemen.

"Yours is a peaceful camp," said Paul hastily. "I will ride away and they will not disturb you; I"—

He stopped short, for the white tents had given up their occupants—a dozen men dressed in hastily donned khaki and all carrying weapons, modern repeating rifles that made the ancient flintlocks of the attacking Arabs look like foolish toys.

"What's the matter?" demanded a grizzled haired veteran, addressing the Arab sentinel.

Paul Dunlap broke in and explained and expressed his intention of riding on and thus luring the approaching bandits away from the peaceful encampment in the hollow.

"Not on your life, young man!" cried the grizzled man. "You'll stay and fight, and we'll see you through to a finish!"

"Thank you," said Paul quickly. "Now, sir, I think we must be fighting. They are almost upon us."

In a few moments ammunition was passed around and the men were all flat on the sand, each behind a hillock. The rifles cracked menacingly as the Bedouins came flying up, screeching a savage war-cry. With each rifle crack an Arab tumbled from his saddle until at last the scattering remnants of the band dissolved in the shimmering heat of the day.

The unharmed Americans looked at each other and grinned congratulations over the success of their defense.

"And now, sir," asked Paul of the elderly man who appeared in charge of the party, "will you please tell me to whom I am indebted for this rescue?"

"My name is Chester," explained the veteran—"Wayland Chester, at your service. I am manager of a moving picture company, and you, sir, have just afforded us an opportunity for getting as fine a reel of film as I can desire. Why, man, that attack was immense, and I don't know how to thank you."

The amazed traveler looked closely and saw that two camera men were fussing over moving picture machines near by. From different points of vantage they had taken both sides of the little skirmish.

The white tents gave up further occupants, many pretty actresses, who had witnessed the battle from safe quarters, and one and all of them gave a warm welcome to the young adventurer.

That moment was the turning point in Paul Dunlap's career. He joined the moving picture company in its journey across the desert, and his special magazine article was expanded into several that had to do with the fascinating art of motion picture making.

Some day when you are watching the motion picture screen you may come across the scene of that early morning skirmish in the Algerian desert or you may see a handsome youth riding a fleet camel across the sands to rescue a lovely damsel in distress, and the handsome hero will be none other than Paul Dunlap, and the girl is his wife, for he married the prettiest actress of them all.

#### At Monte Carlo

BY F. A. MITCHEL

Royal Twining and I were bosom friends. Roy was accustomed to confide in me in almost everything, and as soon as he became engaged he took me to see his fiancée. Marjorie Gooding, or Marjy, as she was usually called, struck a vein of curiosity in me the moment I saw her. It is difficult—indeed, impossible—for me to explain why. I can only

say that she seemed strange to me. She had heard a great deal of me from her lover, and when she turned those singular eyes of hers upon me it was evident that I was an object of interest to her.

When Roy and I left Miss Gooding he spoke not a word to me as we walked along together, and yet I knew he was saying mentally, "Well, what do you think of her?" I did not reply to the unexpressed question for some moments, for the simple reason that I did not know what I thought of her.

"It is impossible, Roy," I said presently, "for me to pass judgment on the lady of your choice without knowing more of her, and I am sure you don't wish me to say pleasant things got up for the occasion. Have you observed anything—well, mystical about her?"

"Mystical? How mystical? What's mystical?"

I saw at once that the something in his fiancée that affected me strangely was a vacuum in him. I immediately switched off.

"Oh, I don't doubt that she will make you an excellent wife. Judging simply from appearances, she will supply certain deficiencies there are in you, and you will pull together nicely."

What I meant by Roy's deficiencies was that he was usually under the influence of his passions. One of them—games of hazard—was a very important matter with him, and I expected that when married his wife would have trouble with him on account of it. Naturally he tried to induce me to name the deficiencies. I did not hesitate to mention the one I have referred to—the gambling passion.

Roy and Miss Gooding were married. Roy was well fixed in the matter of income; the wife had nothing. They went abroad on a wedding trip and remained there a long while. They had been there about a year when Mrs. Twining wrote me about Roy. She said he had joined a club in Paris where gambling was much in vogue and had lost considerable money. She said further that she wished she could get her husband back to America, where I would help her in the matter, for she was aware that I had considerable influence on Roy.

The letter was evidently an appeal for me to come over to Paris and save what remained of Roy's fortune. There were reasons besides my interests in the Twinings to induce me to go over. I was a man of business and had been working too hard, with the result that I was threatened with nervous prostration. The winter was a cold one, and my doctor had advised me to quit work and go to a warm climate, recommending a trip to the Mediterranean and Nice as a stopping point. This would help me to draw Roy away from his club in Paris. I wrote him to meet me in Nice.

The Twinings had been in Nice a fortnight when I arrived. I found Mrs. Twining there, but not her husband. He had gone to Monte Carlo. I had evidently got Roy out of the frying pan and put him in the fire. His wife told me that he had lost nearly everything he had in Paris, and she was prepared to hear that he had lost the rest at Monte Carlo. He had asked her on arriving at Nice to go there with her, hoping to recoup. She had refused, and he had gone alone. She did not break down under the ordeal, but talked about it in a very businesslike way. I proposed that we should go together to Monte Carlo and attempt by a united effort to get Roy away in time to save the remnant of his fortune. When I said this the lady looked at me with a very singular expression. I had seen a copy of the celebrated picture, the "Mona Lisa," whose disappearance from the Louvre had attracted so much attention, but which has been restored to its place there, and the look on Mrs. Twining's face when I made this proposition reminded me of that portrait.

"No," she said. "I will remain here. My influence with him has not been sufficient to prevent this misfortune, and my presence with him would do more harm than good. If there is anything left when you get there you may save it."

There was the same sad look in the eyes, the same peculiar smile on the lips, as those of the "Mona Lisa," and they were as unintelligible to me on the living face as in the portrait. What prompted me to ask the question I cannot explain, but I said:

"Do you think you could influence me to do your bidding?"

"I am quite sure I could."

The smile with which she said this reminded me more than ever of the smile on the lips of the "Mona Lisa."

I accepted her suggestion and went over to Monte Carlo. Mrs. Twining had informed me that, the day before my arrival at Nice, Roy had changed his hotel. She did not say why, but I saw by her look she inferred that he had been called upon to pay his bill and had not the means to do so. She had not yet been informed of his new address. I arrived at Monte Carlo about nine o'clock in the evening and, after registering, went immediately to the gambling pavilion, expecting to find Roy there. I was surprised not to see him and was about to leave when an attendant stepped up to me, asked me my name and, upon my telling him, said that I was wanted at the telephone. On taking up the receiver and asking who was waiting for me Roy said:

"I'm not feeling well enough to go to the pavilion tonight, and I wish you to lay a stake for me. Put \$10 on the red and leave it there till I send word for you to take it off."

"Roy," I said, "I must see you at once. At what hotel are you staying?"

I waited for a reply, but no reply came.

"Roy," I called — "Roy, are you there?"

All was as silent as the grave. I did not know where he was stopping, but resolved to go at once and search the hotels for him. As I was about to leave the pavilion the face of Mrs. Twining came up before me, and somehow I fancied it as saying: "Do as Roy has bid you. If you don't, you may have cause to regret it. If you do, it may result in a run of luck." I hesitated and turned toward the room where a crowd about the roulette table listened to the monotonous call of the croupier, "Make your bets!"

I went in, stood over the table for a few moments, looking on, then took a United States gold eagle from my pocket and placed it on the red. I felt that I

would rather lose that amount than refuse Roy's request. After it was gone that would end the matter, and it was sure to go at last, because I would obey his instructions not to take it off till he sent word to do so.

The ball spun and the red won, many times the amount of the stake—I have forgotten how many, for I have never bet a cent since. And I kept on winning. I have forgotten how many times the red won before the same attendant who had summoned me to the telephone tapped me on the arm and told me that Mr. Twining had telephoned I was to take the stake off the red and place it somewhere else. I remember moving a heap of money several times after that, but where I placed it I don't know, though I do know that every time I moved it there was a greater abundance. I have lost remembrance, too, of the instructions I received or whether I received any instructions after the first or second, nor can I positively assert that I was not playing on my own responsibility. There came at last a sudden awakening, and I seemed to realize what I had been doing. I saw a heap of money on the table and, gathering it up, bore it away.

On reaching my hotel I went immediately to my room, locked my winnings in a bureau drawer and went to bed. But I did not go to sleep till morning. Through the long hours I was haunted by that singular face, at times the "Mona Lisa," at times Mrs. Twining, and finally dozed off with the two confused.

When I awoke in the morning and went downstairs the landlord asked me if I knew the American who had killed himself the day before. I asked the name and was told that it was Twining.

This is all the statement I have to make except that Twining was dead when I heard his voice. His wife when I saw her again had that same "Mona Lisa" look on her face, and I fancied I could see traces of the smile. But that should naturally be referred to the imagination.

The money I had won was about half what Twining had lost after his marriage. I was obliged, literally, to force Mrs. Twining to take it, Google

There are three hypothetical explanations:

First—Was I not in an abnormal physical condition? Did I not create most of the experience and win a lot of money at gambling?

Second—Did Twining in the spirit play through me in order to provide for his wife?

Third—Did Mrs. Twining cause my experience?

If asked to which of these three suppositions I lean I should reply, "To the third." But whether or not she did it unconsciously or what was the secret of her power over me I have no idea.

### James Crowley, Gentleman

BY E. THAYLES EMMONS

James Crowley, gentleman, walked firmly and fearlessly up the steps of the tidy little suburban cottage set somewhat back from the street two blocks from the street car line, his raincoat collar turned up about his ears and his erstwhile shining opera hat dripping with the rain which had fallen upon it. Mr. Crowley might not have walked up with such assurance at such an hour in the night, but well he knew that no angry wife was waiting for him behind the locked doors ready to take him to task because he had failed to come at 10:30 or even earlier. Not only the lady of the house, he knew, but all the other members of the family as well, were at the beach for a two months' outing; hence he was as free as a bachelor to come and go as he pleased without being questioned.

In front of the door he paused a moment to pull a bunch of keys from the pocket of his coat, and in a second more he was inside the house and calmly lighting a cigarette while removing his dripping coat and hat and placing them on the hall rack.

Without turning on the lights he next entered the reception hall and then the parlor, the latter looking somewhat ghostly in the reflected light from the arc lamp out near the corner. Impressed with the utter loneliness of it all, he sank down for a moment on a soft divan by the window and looked out into the deserted

street, then arose and walked through the library and through the big closed doors of the dining-room. It was pitch darkness inside, and as his hand began to fumble along the wall, where he knew the electric switch button should be, he was suddenly aware that he was not alone in the room and that a shuffling noise in the opposite corner indicated the presence of an intruder—somebody who was endeavoring to conceal himself, probably by crawling under the table.

Then his hand came in contact with the button, and in an instant the room was flooded with light, and Crowley found himself looking into the muzzle of a revolver, back of which was an ugly face, somewhat livid with fear.

"Stand right where ye are, pardner," warned the owner of the gun from the other side of the dining-table. "Stand right where ye are or I'll let this gun off."

Crowley was not a coward, nor was he a fool. Taken thoroughly by surprise, he recognized that the drop was on him and stood still, perfectly still so far as his body was concerned, but his brain was working with lightning-like rapidity.

"Well, I'll be hanged!" he ejaculated after a moment. "How did you get in here?"

"By the door, the same way you came. Most any old key will fit that lock."

"Is that so?" asked Crowley. "Much obliged for the information. I must get a new lock at once then. Well, well, a real burglar! And you had just begun to pack up the silver. It's lucky I came home just as I did, isn't it?"

"And what do you propose to do about it?" asked the burglar.

"Oh, I don't know. Only I suppose that you don't mean to say that you are going right on collecting this plunder now that I am here just the same as though you were alone. Why, it will keep at least one hand busy keeping that gun trained on me. Who knows but what I might jump on you any second? Oh, I don't intend to." This last as the burglar raised the revolver a little more threateningly. "Only you will be forced to admit that my presence here does complicate matters, won't you?"

"I understood that you were out of town," replied the burglar, who underneath an ugly countenance had a pair of cool, calculating eyes that looked as though their owner might also have a sense of humor.

"That's where you made your mistake, my good fellow," said Crowley, leaning carelessly against the sideboard and relighting his cigarette from a match taken from a tray there. "I am forced to stay here and toil while my family enjoy themselves without the pleasure of my society. But, say, drop that gun, won't you? It makes me nervous. Let's declare a truce and talk this matter over. There's some of this silver that was given us when we were married, and if I could only persuade you to leave that—want it for sentimental reasons, you know. But we've got a few pictures and some alleged masterpieces of sculpture that you might take along if you are determined to carry off a piece of my home. They never did come up to my classic ideals anyway. Put down your gun, I say, and let's talk sensibly."

The burglar looked Crowley straight in the eye and evidently was satisfied with what he saw there and slowly lowered the cocked revolver, whereupon Crowley gave a sigh of relief.

"There, I feel better," he said. "Do you drink?" he next asked.

"Sometimes—not now, though," answered the burglar.

"At any rate, have a cigar," he next urged. "These are unusually fine ones. Wealthy friend of mine imports them and gave me the whole box." And he proffered the box of cigars.

"Now, you just look here," the burglar said. "Perhaps you think you can play with me, but you can't. I came here to get a load of swag, and I don't intend to go away without it or something just as good. I mean money. I don't want your whisky nor your cigars. I want to know what you are going to do and what you have got to say to me before I lock you in that bedroom until somebody comes to let you out tomorrow."

Crowley laid aside the cigar he was about to light, pulled back a chair and sat down, looking intently at the other man.

"I don't know just what to say to a man like you," he began slowly. "I don't know as I ever before talked to a real burglar—to a man who sneaks into the houses of other people for the purpose of taking things that don't belong to him. No; my friends are all honest; they are gentlemen. So if I don't seem to go at this the right way you will have to excuse me. Won't you be seated too?"

The burglar sat down, still looking across at Crowley and with the revolver clutched in his hand.

"Put your revolver in your pocket," commanded Crowley. "I don't intend to touch you, and I probably would be a very poor match for you at any rate. I don't carry a gun myself. I don't have to."

The burglar slowly shoved the gun into his breast pocket and buttoned his coat about it. While he did so Crowley lighted his cigar.

"How long have you been a burglar?" he asked.

"I ain't no burglar," blurted the other. "I ain't never robbed nobody before to-night, so help me God!"

"Well, then, how does it happen you are here? This doesn't look like honest work."

"It's because I couldn't get honest work. I tried to keep honest, but things wouldn't let me. I had to steal or starve, I tell you, me and the old woman and the kids. Was you ever down and out, mister?"

"No," answered Crowley.

"Well, I am, and I just had to do something. A friend of mine who does a turn like this once in a while put me wise to this little place and said there was no chance of getting caught, and so I tried it. So help me God, I didn't want to steal. But there's the old woman and the kids and the rent. I just had to do something."

"And so you turned thief," said Crowley scornfully. "I presume you were sorely tempted; but, my good man, I would have preferred starvation to this. Think of it! To your dying day now you will be unable to forget that you are a thief, a man to be spurned aside and scorned by everybody as unclean. A thief,

"I say, one who steals that which somebody else has worked hard to earn. Why, my friend, these things you see here cost me days of hard labor and nights of worry. And then to think that somebody else crawls in here and tries to take them away just because he claims he has had bad luck and has been forced into thieving. Shame on a man like that, I say."

"Say, boss!" interrupted the other. "I say I ain't no thief. I'm an honest man."

"An honest man! Bosh! You're a thief from this hour forevermore. The minute you go out of that door with something in your possession that isn't rightfully yours you become a thief, a mean, despicable thief, unable to look the rest of the world squarely in the eye because you know deep down in your heart that you are not honest, even though everybody else may think you are."

"Ah, my good man, how much better is a clean conscience than worldly possessions! How much more I enjoy these things which are mine because I earned them by honest work than will you, who will have acquired them dishonestly! What would your wife say if she knew how you came by the money with which you will buy her and her children bread tomorrow? Do you think she would taste it or permit her children to? No, not if she is the mother she should be, not if she is an honest woman. She will shrink from being the wife of a thief and will recoil from the very thought of her little ones eating food purchased at the price of honor."

Crowley was getting warmed to his subject now, and the words poured from his lips in verbal torrents. The burglar was visibly affected by the lecturing he was getting, and at the mention of his wife and children a groan escaped from between his set lips, and he bowed his head in his hands as if to shut out the picture which was being painted for his imagination.

"God help me, boss!" he broke out. "I didn't mean to be no thief. I didn't want to do it. I didn't know what to do. I want to be honest. I want to be honest even now. What shall I do, boss? What shall I do?"

"Will you accept a chance to straighten out?" asked Crowley.

"Yes, sir."

"Then walk out of here the way you came in, but not like a sneak. Hold up your head and remember that you have been saved from yourself and that you are still an honest man; that you are no thief, although in a few minutes more you would have been one. I give you my word that I will not report this visit to the police nor make any attempt to have you arrested. I want to give you a new start in life, and here is \$10 to help you along. Take that home to your wife and babies and tell them that it is honest money, earned by honest hands and by honest work, and that they need not be afraid of it."

"And Crowley pressed a banknote into the hand of the now thoroughly cowed and repentant burglar, down whose cheeks a few tears were trickling."

"God bless you, sir!" he said. "This is the first kindness I have had in many a day. If there were more gentlemen like you there would be fewer of us go crooked, I guess. I'll take the \$10 to the missus, and it may tide us over until I get a job again. God bless you! God bless you!"

Crowley went as far as the hall door and there gripped the hand of his visitor warmly.

"Never forget what I have told you tonight," he added in parting. "Keep your good name, and don't do any more dirty work. It ain't worth while. Good night!"

Behind the closed door Crowley listened to the almost noiseless footsteps of his departing guest, standing crouched, half fearfully, over the doorknob until he felt assured that he had reached the street safely. Then he sighed with relief and went back to the dining room and lighted a fresh cigar, meanwhile critically surveying the sideboard and cupboards which the burglar had been about to ransack of their valuables.

"Well, of all things!" he ejaculated, smiling at the fancy. "To think of being mistaken for the boss of this ranch and by one of my own kind too; too green at it, though, to recognize the signs. And

that sermon just finished him. He'll go to Sunday school next Sunday, I'll bet, and he's already home saying his prayers beside his wife and kids. Well, I guess there is some class to Jim Crowley as a preacher when he wants to be or he's Gentleman Jim for nothing. Poor cuss! I'm glad I gave him that tenner. I guess he needed it, all right, and it's worth that to get him out of here and leave this swag to me."

In the midst of this amusing train of reflection he paused, as if to recollect himself.

"Well, well," he muttered. "Advice was good enough, but I'm too old at it to give it up. This will never do, either. I must go to work."

And suiting his action to his words he began transferring the silver in one of the drawers of the sideboard to the pockets of a set of flannel cases which he carried closely rolled up in the capacious lining of his coat.

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### A Shrewd Business Deal

BY F. A. MITCHEL

Baron Gustavus Carl von Hemmerstein, said to be the handsomest man in Berlin, went to Nice to get rid of the winter and while there concluded to run over to Monte Carlo. He spent ten days over the gambling tables, at the end of which time, one evening about 10 o'clock, he had gambled away the last pfennig of his fortune. The baron had excellent self control, and when he arose from the table not a person there suspected that he was ruined. He sauntered out into the brilliantly lighted gardens, where he did what an American would call a job of thinking.

The fact was evident that he must come down from his exalted position as an intimate associate of the emperor, a leader of fashion, a pet of the ladies and a general high flier. This is what stared him in the face. But for the present he was to the world the same handsome, rich, aristocratic von Hemmerstein he had always been. He well understood the value of credit, and it occurred to him that there was a chance for him since the world did not yet know that he was ruined.

But how should he avail himself of this advantage? Marriage with a wealthy woman suggested itself as the easiest way out of the difficulty. There were a dozen rich spinsters in Berlin who would be glad to get him, if for nothing else, for his social position, and it was quite probable that a confession of the state of his affairs would not with some of them stand in the way. But this scheme was not to the baron's liking. He preferred independence to subservience to a rich wife. He turned it down at once and went on with his deliberations.

If Von Hemmerstein had been born a commoner and a business man he would have displayed a genius for making something out of nothing. Quite likely he would have distinguished himself as a promoter. He looked upon the financial part of one's life as ninety-nine hundredths of it, for, born aristocrat that he was, he realized that without means his blue blood would be as red as that of other people's. Whether or no he had heard the statement of certain resolute business men, "I will look for my money where I lost it," he certainly acted upon that principle. His ideas rapidly took shape in raising the wherewithal to take his place at the gambling tables and win back what he had lost.

But how do this? Borrow from a friend? No. Having never been obliged to borrow a pfennig, he knew that to do so he would injure that credit which was now his only financial possession. With the instinct of a true financier, he shunned a field that would weaken him. To whom, then, should he turn? The answer was simple—to the tradesman who gives credit to those to whom credit is believed to be due.

Von Hemmerstein's problem was too difficult to be solved at once. He went back to Nice, and, acting on the principle that only a poor man can afford luxuries—on credit—he informed his landlord that he was dissatisfied with his rooms and removed to the most expensive suite at the hotel. He did this not only to keep up his credit, but he could think and act better under the influence of luxuries. With this in view, he ordered expensive wines and the most dainty foods. Under this

exhilarating influence he formed a plan worthy of his genius.

It was not a scrupulous plan; but, while there is no intention here to advocate dishonesty, how many of the acts of ultimately successful speculators, at times when they are swamped with debt, are scrupulous? Some person or persons must be made to take a risk on them, and there are instances where a rich man has knowingly lent a poor man large sums with no other security than his confidence in his creditor's genius.

Without giving up his rooms—he would not have been able to pay his bill—Von Hemmerstein went to Paris. There he sought a jeweler named Cheseul, doing business on the Rue de la Paix, and asked to see some valuable gems. After looking over a number of stones he appeared to be much pleased with a ruby valued at 10,000 francs. The jeweler kept bringing out other stones, but failed to draw the baron from the ruby.

"Monsieur," said the baron at last, "I wish to purchase the ruby, but I do not wish to pay for it immediately. I refer you to the German embassy, which will give you a report on my social position and advise you as to my credit. Kindly attend to this matter tomorrow afternoon, for I will come in at that time for the gem."

Tossing his card on the counter, he left the shop. M. Cheseul following him to the door, rubbing his hands obsequiously.

The jeweler sent at once to the embassy for a report on Baron Gustavus Carl von Hemmerstein. The reply was that the baron's social position was the best, that he was known to be wealthy and that M. Cheseul would be justified in giving credit for the price of the gem. But the embassy would not be responsible for any one but Baron von Hemmerstein himself. Its representative would go to the shop with him to identify him.

This fact having been communicated by the embassy to the baron, one of the clerks of the legation called at his hotel and accompanied him to the jeweler's, Von Hemmerstein received the ruby in a leather box lined with velvet and, calling a cab, drove to the pawnshop of Jules

Pombeau, where he pledged it for a loan of a thousand francs.

A few days later Von Hemmerstein called again at M. Cheseul's shop and confided to him that he was about to be married and it had occurred to him that two rubies, of the size and shape and hue of the one he had purchased, would make a pair of earrings suitable for a gentleman's wedding gift to his bride. Did the jeweler have such another ruby in stock?

M. Cheseul had only one or two other stones that would come near to matching the first, and in all there was some slight variation. The baron appeared disappointed, and the jeweler, bent on making a double profit, agreed to try to find a match for the ruby in the stock of some other jeweler. But he explained that to find a perfect mate would require considerable labor and the second gem would be worth a much larger sum than the first. Von Hemmerstein asked him to fix a price for the mate, and after some deliberation he named 30,000 francs.

Von Hemmerstein did not seem staggered at this figure, saying that he would give it provided a perfect match were obtained, and the jeweler called his attention to the fact that the two together would command a much higher price than separately. The baron gave the order, and M. Cheseul began a hunt all over Paris for the second ruby.

A great many valuable gems are to be found in the hands of pawnbrokers, and among others to whom the jeweler applied was M. Pombeau, one of the principal members of that trade in Paris. That he would do so was expected by Von Hemmerstein and was a part of his plan. A few days after ordering the second gem he called at M. Pombeau's shop and said he would redeem his pledge. He laid down the thousand francs borrowed on it, and the broker handed it back to him.

"By the bye, baron," said Pombeau, "would you like to sell that stone?"

"No, indeed. I value it very highly. It has been in my family hundreds of years."

"I have a brooch into which it would fit nicely. On this account, if you were



willing to part with it, I would give you a good price for it."

"What do you call a good price?"

Pombeau would not mind giving 15,000 francs for it. Von Hemmerstein sneered at this and started to leave the shop. Pombeau called him back and said that the ruby to him would be worth 20,000 francs. This seemed to arrest the baron's attention. After some dickering he sold the stone for 21,000 francs and received the money for it on the spot.

Calling a cab, he drove at once to M. Cheseul's shop and asked if they had found a mate to the ruby. No; they had not had time. They had sent out a minute description of it and were expecting replies. The baron said that was fortunate. He had changed his mind. He had determined on a more magnificent present for his bride than the twin rubies. And, now that his mind was made up, he would pay for the stone he had bought. So he produced bank notes to the amount of 10,000 francs and took a receipt.

By this ingenious device he had realized 11,000 francs, or \$2,200.

But that the baron was a gentleman of superior caliber is proved by the sequel. With the 11,000 francs that he had made he returned to Monte Carlo and by one of the most remarkable runs of luck ever known there won back all he had lost and 1000 per cent in addition. When he left Monte Carlo he went direct to Paris, and on arriving there made straight for Pombeau's pawnshop. The pawnbroker met him as though nothing disagreeable had happened.

"I have been regretting parting with the ruby I sold you and would like to buy it back," said the baron.

"I do not wish to sell it."

"Not for a better price than you paid me?"

"I do not say that I will not sell anything I own at a price."

"Let me see; I think you paid me 21,000 francs. How would 24,000 francs suit you?"

The pawnbroker was perplexed. He had been done once, and now he feared to be done again. He balked at the offer.

"Well," said the baron, turning away, "if you conclude to sell the gem address

me at the Cercle Francais National. Good morning."

This was enough to decide the pawnbroker, who regarded a bird in the hand worth two in the bush. He called the baron back and sold him the stone, after all clearing 3000 francs on the transaction.

From Paris Von Hemmerstein went to Berlin, where he was received with the usual eclat attending his return by the emperor, the nobility and the common people. He was as suave as ever, and no one dreamed that he had been ruined and had brought himself back to fortune by a clever bit of rascality. He had not only succeeded; he had covered his tracks.

Had he been unsuccessful, the world in which he had been living would have known him no more except as one who had degenerated from a gentleman to a swindler. As it was, when in company with those who know the world he tells the story of his financial embarrassment, as he calls it, and how he extricated himself. Seldom does he tell it to one who considers his operation as without the pale of legitimate bargains and sale.

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### Mr. Barnackel

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BY EDITH V. ROSS

"Enoch Barnackel! What a name! Anyone would know that he was a crusty old man of the farmer type, uneducated, and with no manners. But what can I do?"

These words were spoken to herself by a girl who had some 16 years before been left at a foundlings' home and who had been given the name of Helen and had later chosen the additional name of Whitman. She had been retained at the home as an employee till she approached 17, then was informed that a farmer named Barnackel had written that he wanted a wife and asked whether one could be sent to him. Helen was informed of the opportunity.

After a long and tearful deliberation, feeling incompetent to go out into the world and make a living, she decided to go out to Mr. Barnackel. If he was very terrible she might commit suicide. The matron approved of her resolution for

she was comely, and the good woman feared that with her inexperience she might fall a victim to some designing person.

Mr. Barnackel was informed that there was a young woman ready to accept his proposition, and he sent money for her journey. The heart-broken girl nerved herself for her fate and one afternoon alighted at a railway station at the village near which his farm was located. A young farmer with a whip in his hand approached her and asked if she was the young woman who was to marry Mr. Barnackel.

"I am," was the reply. "That is, if he isn't an ogre."

The young man smiled. His smile was very winning. "I have a team here," he said. "I'll drive you to the farm."

When seated in the wagon and he had said "get up" to the horses Helen expected that he would say something to her. He did not. He seemed to be thinking.

"What kind of a looking man is Mr. Barnackel?" she asked.

Now, the young man was George Barnackel, nephew of the man who had written for a wife. The uncle was 50 years old, his face looked like a ball of strings, his hair was red, and he was just too unlovely for anything. At any rate, that is the way the daughter of one of the neighboring farmers put it. In fact, he was exactly what Helen had conceived him to be, judging from his name. He must also have been a fool or he would never have sent his good looking nephew for a young girl he expected to make his wife. Upon Helen's inquiry George turned his face toward her, displaying a set of regular white teeth by smiling, and asked:

"Suppose I should tell you that he is a disagreeable old codger and always cross as a bear. What would you do?"

"I would jump into the river—that is, if there is one near by."

There was a prolonged silence, at the end of which the young man said:

"And what would you say if I told you that I am Mr. Barnackel?"

Helen's heart went up into her throat. She made no reply to the question, but

she sidled nearer to her companion. Presently there came a subdued voice:

"Are you Mr. Barnackel?"

"I am."

Her face was bent low. He leaned lower himself and looked up into it. He saw what he took to be a look of pleasure. Perhaps it was relief. The reins were in his right hand.\* She was sitting at his left. He put his left arm about her waist. She looked up at him, her eyes wet, a suspicion of a smile on her lips. He kissed them.

"How far is it to the farm?" was the next thing she said.

"About three miles."

George drove over six miles, which seemed like three to Helen, then stopped at a farmhouse.

"Wait in the wagon," he said, "while I go in to tell my mother and sister you're here. They don't know you're coming."

Leaving the reins in her hands, he went into the house. He was gone a long while. Helen saw the face of an elderly woman surveying her from a window, then a younger one doing the same.

"Oh, dear," she said, "I hope they're not going to make him send me back!"

Presently a door opened and the two women came out, the elder in advance. She welcomed Helen, though she seemed constrained. Leading her into the house, the younger woman showed her to a chamber upstairs and, shutting the door behind them, took her in her arms, exclaiming:

"You poor child!"

"Why am I to be so pitied?" asked Helen, surprised.

"You're not. It's all right. We'll make you very happy. My brother is not the Mr. Barnackel you came out here to marry. That one is my uncle, a crusty old man who would not do for you at all. Being rheumatic, he asked George to drive you from the station to his farm. George wants you himself. Mother has given her consent, and you are to be married—that is, if you wish to marry George—at once."

Helen asked if haste were necessary. George replied to this that his bride belonged to his uncle, was expected by his

uncle and unless the knot were tied there was no knowing what he would do in the matter. The chance of being turned over to the old curmudgeon so terrified Helen that she was only too glad to be married at once. The wedding took place that evening.

### A Story of Hungary

BY EVERETT P. CLARKE

The map of Europe has been changing ever since there has been any historical record. There have been times when changes have been expected that have not occurred. One thing is noticeable—no nation in Europe has thrown off a foreign yoke.

Sixty years ago Hungary was in a position of antagonism to Austria. Louis Kossuth came to the United States, which was in those days the mecca of all peoples who desired to be made free, to raise funds to prosecute a revolution against the other wing of the dual empire. He was treated liberally by the freedom-loving American people and returned to Hungary. What became of the money raised at that time I do not know. What everybody does know is that Hungary is still a part of the empire of Austria-Hungary.

I am of Hungarian parentage, but I was born in America. My father was in sympathy with the movement to achieve independence for his fatherland and was a member of a revolutionary society organized for that purpose. This story which I am about to relate he told me when I was a boy.

"The society to which I belonged," he said, "was organized for the purpose of bringing about a rising of the Hungarian people against the Austrian government. Of course we were a secret body. I determined to learn the plans of the government concerning Hungary, and to do this I offered my services to the prime minister as a spy on the revolutionists, revealing to him that I was a member of a circle whose object was to achieve the independence of Hungary, and I had joined the society with a view to obtaining their plans. I succeeded in winning the minister's confidence and anticipated getting much valuable information.

"The danger in all this was that unless I made known to the circle my intentions I was likely to be considered a traitor to them. If I told them what I was doing I was liable to run against some one among them who was endeavoring to accomplish for the government what I was desirous of doing for the circle. If so, I would be immediately arrested and shot by the government.

"I concluded to place in the hands of one member of the circle—Shimsky was his name—evidence to prove that I was working in the interest of Hungary, but charged him not to produce it till I should call upon him to do so. Indeed, it consisted of papers in a sealed package the nature of which he did not know. He and I had long been friends, and I felt sure that he was true to Hungary.

"Through the prime minister I learned just what provision had been made by the government to suppress any rising on the part of Hungary and, more than this, what prominent Hungarians were playing false to the Hungarian cause. Then suddenly I met with a misfortune. Shimsky was arrested as a plotter against the Austrian government. And a second misfortune followed immediately. A few days after Shimsky's arrest our society held a meeting, and I was not only accused of being a traitor, but of having given the information that had caused his arrest.

"It happened that another member of the circle was playing the same game I was playing. One Raminye, while pretending to be working in the interest of the government, had learned that I was in the confidence of the prime minister. Raminye at once reported the matter to the society. They constituted themselves a court to examine into the charge.

"The evidence of my true position had been given only to Shimsky, and he had been arrested and his papers confiscated. If he had placed mine with the others I was surely lost. I could not convince the circle that I was true to them, and the government would have conclusive proof that I had been a spy on their movements. If I escaped the circle I would fall by the government.

"All I could say to the circle was that

I had deposited proofs of my loyalty to Hungary with Shimsky. If the government was not in possession of them and they could be found, I was saved. If not, the government would put me out of the way.

"The circle at once considered what they had better do, but I was not permitted to hear their deliberations. They decided that there was a strong probability that the government had the papers I had deposited with Shimsky, that I would be arrested and my arrest would be very dangerous to the society. I was called into the room where the deliberations had taken place and handed a sum of money which I was told I was to use in immediate flight.

"I left the meeting within ten minutes of receiving this command and, in disguise, made my way into Italy. There I felt comparatively safe, but Austria then held northern Italy, and until I had left that country I was not sure of immunity from arrest. I was bound for America and learned when I reached this country that no one accused of a political offense could be extradited."

My father married an American and never returned to Hungary. I never heard him say whether the papers he had deposited with Shimsky fell into the hands of the government or not. Since he had fled the country the government was not likely to reveal what knowledge of him it possessed.

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### The Heroine of My Story

BY ESTHER VANDEVEER

Sitting at my desk one balmy spring morning, rather than work I looked out through the open window.

At a window opposite a woman perhaps midway between twenty-five and thirty sat at a typewriter writing letters from stenographic notes. She was dressed in mourning.

A sign of widowhood furnished food for a story that I was weaving, with her for the heroine. She was refined looking and comely. Quite likely her husband had left her in poverty, and she was eking out a miserable existence by hammering a typewriter from morning till night. I

wondered if the sleek-looking man I saw in an adjoining room, who seemed to be the manager, had a wife and if he would not fall in love with the widow and make her comfortable. But when he arose from his desk and stood with his hands in his pockets looking out through the window I changed the direction of my romance and hoped if he did fall in love with the widow she would refuse him, because I did not like the expression on his face. There was something malignant in it.

My story seems to be coming out as I first planned it. While I was dreaming this afternoon, instead of attending to business, as I should have done, the man in the next room to the widow tapped a bell. The young widow arose and, taking up her stenographic implements, disappeared to reappear in his room. Taking a seat beside him, she took down several different dictations. Then when she was about to leave he said something to her that caused her to resume her seat.

From his averted gaze and the expression on the man's face I knew that he was making love to her. And I also knew, from something I knew not what—but any woman will understand what I mean—that there was no response to what he was saying. When he ceased to speak she arose and he took her hand, but she gently drew it away and, without a word, left the room. At her own window she faced me just long enough for me to see that she was not pleased.

I have now been watching the widow for a week, and it is evident that she can marry any of the men connected with the office she chooses, for they all seem to be in love with her. I don't blame them, for if I were a man, and not miserably poor, as I am, I would march straight over to the office where she works and propose to her myself.

What troubles me is that she won't do what I want her to do. I have heard from authors that their characters are at times very obstinate, and now I find a case in point. There is a man who I think would make her a good husband. He comes in to the office evidently on business and

never fails to get a few words with her. She treats him with great consideration, but I can see from the expression of his face—he always faces the window when he talks to her—that her replies to what he says are disappointing.

This morning there was a scene between the manager and the widow. He said something to her that sent her out of his room. He followed her to her desk, where she was putting on her wraps, and he doubtless apologized, for she took off her hat, which she had put on, and was evidently pacified.

It is my opinion that the reason the widow won't marry any of her suitors is that her heart is buried in a grave. I wish she would marry my favorite, but she evidently gives him no encouragement. He stood in one of the windows facing me this morning, and I so longed to give him encouragement to persevere that I looked it, and I'm afraid I smiled.

I am very much displeased with myself. The widow's suitor at whom I smiled encouragement came into the office this morning, and I'm sure he made a pretense of business in order to see me. The manager brought him up to me and introduced him, saying to me that he had recommended me to the man as one who would do some work for him. The stranger was very polite and has a winning way.

I shall never make a novelist, that's certain. My story of the widow turned out entirely different from what I intended. It was all her fault. The man I wanted her to marry she would not have, and what do you think? I had to console him by marrying him myself. It seems that I was entirely mistaken in my assumptions with regard to him. He was a cousin of hers, though more like a brother. He says that he one day caught sight of me at my window and after that used to come to see his cousin in order to see me. I tell him I can't swallow that.

But the widow. Fate was doing things without my knowledge. One morning a man in the uniform of an officer of merchant marine burst into her room and

caught her in his arms. She seemed to be in a swoon for a time; then she cried over him and caressed him, and I was sure he was her husband come to life.

And so he was. His vessel had been wrecked somewhere on the African coast, and all on board had been either lost or made slaves. It was a long while before he attained his liberty, to learn that he had been reported dead.

That was the last I saw of his wife as a typewriter, though now we are great friends.

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### An Obedient Son

BY ELEANOR MARSH

Casper von Frauenhofen was a remarkably steady young man, brought up under the German patriarchal system of obedience to his parents.

Herr von Frauenhofen gave out through friends in different localities that he would like them to be on the lookout for a woman with a fortune who would be willing, for the sake of adding a von to her name, to marry his son. In time word came from an old friend that he knew of such a woman, Gretchen Hauck, but she was personally very unattractive. Her teeth were bad, some of them having been lost and not replaced artificially; she was lame and limped when she walked; hair grew on her chin.

Casper's parents now began to endeavor to persuade him to accept this woman whose fortune was represented to be large enough to enable him to go to the capital with a view to soliciting some government position. Unfortunately the young man had met and fallen in love with the daughter of a wine manufacturer, and the idea of marrying instead a repulsive woman even with a fortune was more than even his filial education would stand.

Now, Amelia Schlotter, the girl Casper loved and who returned his love, was a young person of resource. She lived near the woman who had offered to exchange her marks for a von and, going there, spent some time in learning all about her. A letter came to Herr von Frauenhofen from Gretchen Hauck that before marrying Casper she would like to look him over; but, realizing that he was

not plentifully supplied with cash, she would not put him to the expense of making the journey. She had friends in Stuttgart, where he lived, and was intending to make them a visit. During this visit she would call at the Von Frauenhofens and make their acquaintance.

The evening before Fraulein Schotter's visit Casper said goodbye to Amelia, who told him that she would rather relinquish him than have him constantly blaming himself for having married her in opposition to his parents' will, and they parted. Casper reluctantly promising her that he would obey them!

The next day a carriage drove up to the Von Frauenhofens' modest residence. Frau von Frauenhofen went to the door to receive the guest, making an excuse that she would not think of leaving her on her arrival in the hands of a servant. The truth was that the Von Frauenhofens could not afford to keep a servant. Frau von Frauenhofen helped the visitor from her carriage, who then hobbled into the house, supported by a cane.

Even the father and the mother were shocked at the lady's appearance. She had chosen an hour for her call between daylight and dark, when they would not get a well-defined view of her, and Frau von Frauenhofen suspected that she had chosen the time for this very purpose. When the Frau proposed to light the lamps the visitor objected on the ground that a bright light hurt her eyes.

Casper stood looking at his proposed bride with indifference, for the loss of Amelia to him absorbed all his thoughts, and if he must give her up one woman was the same to him as another. After some chat the Fraulein said to Herr von Frauenhofen:

"This is a business transaction. There is no pretense to love on either side. I have had a hard time in making up my mind with regard to it, and if I go back home without having been married I shall probably give it up. I am ready for the ceremony now, but if not now I cannot promise for the future."

The three Von Frauenhofens withdrew to another room for consultation. Herr von Frauenhofen was strongly in favor of acting on the principle that a fortune

in the hand is better than one in some other person's possession. Frau von Frauenhofen was sympathetic with her son and left the matter to him. He told them that he had made up his mind to obey them, and it mattered not when the ceremony was performed. This settled it, and they returned to the waiting woman. A minister was sent for, and the two were made one.

No sooner were they man and wife than the bride asked to be shown to a private room for a few minutes. When she returned she was transformed into Amelia Schlotter. The black had been washed off her teeth, a hairy skin pulled off her chin, and her cane had been discarded. All looked at her in wonder, and Casper started forward to clasp her in his arms.

"Let me explain," she said to him, and then to his parents she added:

"We Germans are nothing if not obedient to our parents. Knowing that your son would be always miserable if he disobeyed you, I conceived this imposition. But I am happy to inform you that I have learned that the bride intended for your son is not so rich as stated. My father is wealthier than is supposed and has given me a dowry equal to Fraulein Hauck's possessions."

At this Casper started forward again, but his bride forced him to give preference to his mother, who embraced her. A little later all got into the carriage in which Gretchen Hauck had come and were driven to Herr Schlotter's, where a wedding feast had been prepared in expectation of a happy issue of Amelia's scheme.

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### A Close Call

BY DONALD CHAMBERLIN

During the administration of President Huerta of Mexico I was employed by the United States Government to do certain service for the State Department. I went by land, crossing the Rio Grande at Laredo and entering Coahuila. I soon fell in with a prominent leader of the rebel forces, who, after I had satisfied him that my mission was not detrimental to his interests, expressed a willingness that I should go to my destination, the City of Mexico. Digitized by Google

"How would you like to earn some money?" asked the general.

"I would gladly earn money if I can do so without compromising my employers at Washington."

"What I have in mind would not interfere with that at all. I desire to get a message through to a certain person in the City of Mexico. As a messenger of the United States you would not be suspected. Your government has not taken sides in this matter, and there is nothing to prevent your being the bearer of a letter from me to a friend."

"But supposing I am caught with such a letter on my person?" I asked.

"In that case you would be shot."

"And what would I receive for taking this risk?"

He named a sum that tempted me. It seemed to me that, being in the employ of the United States Government, there would be little or no risk in my bearing the general's message. I needed the sum he offered for a certain purpose and concluded to stake being shot against it.

He wrote his message on a bit of thin paper about three inches square. I was to take it to a man high in favor with President Huerta. His name and address were given me, but were not written on the message, though it was signed by a fictitious name. I decided to carry it in the upper vest pocket on the left side, my object being to have it where I could easily get it to destroy it in case I was cornered. The general paid me the money for the service I was about to render, for I was to receive it whether I succeeded in delivering the message or not.

Going southward on the general's pass I struck the Federal lines not far from the City of Mexico. I informed the commanding officer of my mission and was received by him with the courtesy due one in the United States service. Indeed, being stationed at a point where he saw no one except his officers and men he seemed pleased to see me, and since I reached his quarters in the evening he insisted on entertaining me overnight.

He proved to be an inveterate gambler, and nothing would do but that I must play cards with him. I dared not an-

tagonize him by refusing and after the evening meal sat down with him in his tent to play. He soon won all the cash I had provided for my journey, and I proposed to quit. He seemed inclined to play on, and I feared to refuse him. I had the money the general had given me, a roll of bills, in my pocket and was obliged to produce it.

My opponent looked at this large quantity of Mexican money with interest. He said nothing about it, but from that moment he began to talk about the difficulty of my getting on in the morning and expressed the opinion that I would be delayed. His prophecy came true, for he gave orders that no conveyance was to be furnished me.

The next morning I asked my entertainer to cash a draft on the American Consul at the capital. He promised to do so, but made no move to produce the funds. His actions were so suspicious that I began to think I had better seize upon any opportunity to destroy the general's message. But I was given no opportunity. My host never left me for a moment unless there was some one else in the room. All the while he was telling me that he was endeavoring to secure conveyance for me, that he expected a team very soon, and when it came he would furnish me with money for the journey.

About 10 o'clock in the morning I saw a sergeant posting a guard about the house. My heart stood still. I was suspected, would be searched, and the message would be found on me. That meant death. The officer was looking over some military papers at a table, with an unlighted cigarette between his lips. Taking a cigar from my pocket, and with a show of coolness I did not feel, I deliberately cut off the end with my pen-knife and asked him if he had a match. He produced one, struck it and was about to light his cigarette when, remembering politeness, he extended the match to me.

"After you," I said.

He touched it to the end of his cigarette and handed it to me. I put the flame to the end of my cigar, but purposely failed to close my lips tight in order to prevent suction. When the

match had burned near my fingers I took the message from my vest pocket, put one end to the flame and lit my cigar with it, taking sufficient time for it to be entirely consumed.

I saw the officer look up at me quickly, but he said nothing. Dropping the ash of the paper on the floor, I put my foot on it, rubbing it with the sole of my shoe so that it could not betray me.

I think he saw by my expression that I experienced a great relief and had made myself safe, for he permitted me to depart without further delay.

### Hank Elwood's Conversion

BY EDITH V. ROSS

Hank Elwood one evening stood at the door of his house looking out on his broad acres. There were the farm, well stocked, and crops just springing from the ground; there was the house, well furnished for one of its kind. But Hank was the only person in it.

Hank had always so far fought shy of women. He was not a student of feminine human nature, and he thought all single women did little else than set snares for unmarried men. But he felt lonely.

"I'd ought to have a woman," he said to himself. "But whar am I goin' to find one? Besides, women are a rantankerous lot, and I dunno but if I should git one I'd wish I hadn't."

But Hank was desperate. He went down to Mrs. Blakeley's, an excellent friend of his, and said to her:

"Moll, I want you to find me a wife. I'll tell you jist what kind of a gal I want. She must be"—

"Hank," interrupted his friend, "if I'm goin' to recommend a gal to you you'd better take her on my say so. You don't know anything about women."

"Don't I? I know enough to keep clear of one of the kind to slobber all over a man before she's married and after the knot's tied to jump on him and boss the whole job."

"Oh, you do, do you? Well, I'll tell you what I'll do; I'm expectin' a niece of mine from the East to visit me next week. You kin come in here as much as you like while she's here, and mebbe you can git

her. She wants to git married powerful bad. But it's my opinion you'd better let me pick out a woman for you and go in blind on my recommend."

"Reckon I'll come in and see your niece. If nothin' comes of it mebbe I'll try your plan."

When the niece came she proved to be a strapping lass, with a pair [of rosy cheeks, and she made a dead set for Hank. Her voice was a low contralto, sometimes with the tone of a man's. She was rather awkward, and her hair was short, which she explained by stating that she had had a fever and it had all come out.

"What do you think of her?" asked Mrs. Blakeley.

"I think she'd make a good farmer's wife," replied Hank. "She isn't one of the kind to sit round and look purty. Them hands of hers are specially fitted for milkin', and washin' dishes wouldn't spoil 'em."

"How about her disposition?"

"I hain't had time yet to make no observations as to that, but she seems to be good natured enough. What do you think of her?"

"I? I thought you was to decide the matter for yourself, you know so much about women. What use would it be for me to tell you she wasn't the kind of a woman you want? Would you pay any attention to me?"

Hank admitted that he had confidence in himself in knowing what he liked and what he didn't like, but if there was any defect in the girl he saw no reason why he should not be informed of it.

"There's nothin' the matter with her, so far as I know," was the noncommittal reply. But Hank did not consider it noncommittal. He made up to Lizzie, as her aunt called her, and did a bit of courting, but he found her coy and not disposed to permit him to be familiar.

"She's the gal for me," said Hank to the aunt one day. "I tried to kiss her, and she wouldn't let me do it. There's safety in that kind of a gal. After a man's married to her he don't always feel unsartin about her every time a good lookin' man comes round."

"That's all bosh," said his friend

Hank, finding that Lizzie would not per-



mit cooing, assumed that he must first make his intentions known. He was in a hurry to get some one into his home and was much pleased with her. One evening he called at Mrs. Blakeley's. The aunt was washing dishes and the niece was wiping them. On Hank's arrival Lizzie threw down her dishcloth, took off her kitchen apron and joined the visitor on the porch. Mrs. Blakeley went on with her work. Lizzie had been with Hank a few minutes when her aunt heard her break out into a guffaw.

"Aunt Molly," she cried, "what d'ye think? Mr. Elwood wants me to marry him."

The woman went outside. Lizzie had lifted her skirts above her knees, showing a pair of trousers under them, and was responding to the proposal by a clog dance.

"Reckon you don't know so much about women, Hank, as you think you do. Lizzie is a boy."

Whereupon Lizzie took off the rest of her feminine apparel and appeared as a youth of eighteen.

Hank stood looking on this exhibition for a few minutes appalled. Then turning on his heel he went back to his farm.

It was weeks before he came to see his friend Moll Blakeley again; then he said to her:

"I give in, Moll. I don't know nothin' about women. I'm powerful lonesome at the farm. Get me a wife."

"I don't need to git you one. There's Sallie Perkins, the best woman I know, has been wantin' you for a couple o' years."

"How do you know that?"

"No matter how I know it. If you want a mighty good wife go for her."

Hank took his friend's advice and has been very happy ever since.

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### The Power of Song

BY F. A. MITCHEL

There was a girl of one of those states which now compose the Balkans whose ambition was to emulate men in athletics. Expert in throwing the discus, she won contests against those who were champions in this game. She was the best

chariot driver in the kingdom and had won many races. But her most remarkable feats were in running. In this no one was found to beat her.

So proud was she of her swiftness on her legs that she made a vow she would marry no man who could not beat her on the cinder path. Having many suitors, this only added to the rivalry among them. But since an ability to run fast does not argue that a man is otherwise attractive, those whose muscular development warranted their entering the list were not likely to win the girl even if they won the race. Several fleet runners came so near beating her that if she had chosen she might have thrown the race without appearing to do so.

One day a young man came to the village where this girl, Eudoxia, lived and announced that he would enter the list against her, only he made the provision that should he win the race she must marry him. He sent a challenge, and Eudoxia dispatched her brother to look the man over and report to her whether he would likely outrun her. The brother returned and reported that, while the challenger was shapely, he was not muscular, and his physique did not warrant the inference that he could beat an ordinary runner.

The slight risk of being beaten by one whom she would be pledged to marry and yet might dislike tempted Eudoxia to consent to the terms. So an agreement was drawn up between her and the stranger, who called himself Boris, to race, and if he beat her she was to marry him. This agreement was signed by Eudoxia without having seen her suitor.

The race was to take place on a track in the form of an ellipse, the length being half a mile and there being seven laps. A large concourse of people were gathered to see the race. The stranger stepped forth in a pair of short running pants such as are worn at the present day. One thing about him was noticeable—his manly beauty. It was evident that he was not built for fleetness. But what astonished every one was that he held in his hand a harp. Eudoxia was attired in the same fashion, with the addition of a shift falling only to the thighs.

When the two confronted each other it was noticed that the stranger's manly beauty, which all agreed rivaled the statues of Apollo, made a marked impression on Eudoxia. When she saw the harp in his hand she was surprised, and when he did not lay it aside before taking his position for the race she wondered.

The signal was given. Eudoxia started off so fast that she did not know that Boris was walking slowly. She heard behind her sounds from the strings of the harp, soothing rather than inspiring. When she had made three-quarters of the first lap, there, directly opposite her at the other end of the minor axis of the elliptic course, was Boris, walking and striking his harp. Then he began to sing.

Eudoxia, who had nothing to fear from such a tortoise, stopped to listen. Boris was singing her praises, the love he felt for her, pleading that she would not turn a deaf ear to him. She listened till he had gone out of hearing, and then she proceeded to the other end of the minor axis and waited till he had come around to the point where she had been listening to his song.

It seemed that in the meanwhile it had grown sweeter. He was walking very slowly, putting all his feeling into it. Again Eudoxia went on till she reached the point at which he had been singing, while he proceeded till he took her place. Here both stood still, the man singing of the beauty and the virtues of the peerless Eudoxia, she seeming to be spell-bound. Then he went on singing, "Wait for me, fair one," repeating the words again and again till he came around to where she stood, and the two walked side by side.

In this way they proceeded, the girl rapt in the song, till they came within a few yards of the goal, when Boris, still singing, turned and walked backward, keeping his eyes fixed on Eudoxia, till he passed over the goal.

Then the spectators who had appeared to be enthralled as well as the girl, drew a long breath and burst into a cheer.

And so Eudoxia was won, not by fleetness, but by the power of song. As soon as he had won the race Boris announced himself to be the son of a powerful no-

ble of what is now Montenegro, and, without holding Eudoxia to her contract, appeared himself as a suitor for her hand, which, after a period of maidenly reserve, she gave him.

Many of the people who were not cognizant of what passed after the winning of the race believed that the stranger was Apollo, who had come down from heaven to win an earthly bride.

After the wedding Boris and his wife disappeared, and when they reached his home were received with as much interest as had attended the race. For Boris had been in Greece and, hearing of the girl who must be won in a foot race, had stopped on his way back to see her. He resolved to win her by making love to her in song.

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### Aunt Alvina's Castle

BY CLARISSA MACKIE

Nelson Blair read Ray Marvin's letter through to the end, and then his lips set in a grim, straight line that boded ill for the cruel father of the girl he loved.

"Dearest Nelson," the letter read, "father has absolutely refused to consider our engagement as anything save an amusing comedy—he says I positively must marry Mr. Wickland, 'love or no love'—those are his very words! It seems that they have mutual business interests, and my marriage to Mr. Wickland will be the means of consolidating their affairs—whatever that means. To me it appears to be nothing less than barter. And, oh, Nelson, save me if you can. He is sending me down to Aunt Alvina's lonely old house, and you know she will watch me like a cat."

Nelson swore under his breath as he thought of the beautiful girl who loved him so tenderly and whom he had hoped to make his wife, although he possessed neither social position nor much money. Old Simon Marvin was ambitious—nay, he was more than that—he was avaricious and unscrupulous.

For a long time Nelson Blair stood at his window looking out at the wind clouds heaping up in the northwest and at the birds flying before the approaching storm.

Suddenly a smile curled his lips, and he chuckled to himself.

"The very thing!" he muttered, going to the telephone.

An instant later he received connection with Simon Marvin's house, and a servant was answering his questions.

"Miss Marvin? She has gone into the country, sir. I couldn't say, sir. Perhaps Mr. Marvin could inform you."

Nelson turned away from the instrument with a smile.

"Well, it's lucky that I remember where Aunt Alvina's lonesome castle is situated," he muttered, as he closed the door and went out.

Miss Alvina Ford's big stone house, copied after a medieval castle she had seen in England many years before, was set in the midst of a beautiful park, with gardens that sloped down to a rippling river.

A stone wall twelve feet high surrounded the estate, and here Miss Ford lived from one year's end to the other with her pet cats and dogs and her staff of well-trained servants. She was never lonely, for she read extensively and she was fond of her garden and she made frequent trips to the city in quest of amusement.

But the castle, as it was locally known, was situated in an isolated spot, and when one was immured there against one's wish and the tall iron gates were closely guarded against escape—well, under such circumstances even a castle may become a prison.

So it proved to be in the case of Ray Marvin after her father had hurried her down to Aunt Alvina's and placed her in that spinster's care.

"Go anywhere you wish inside the grounds," said Aunt Alvina. "You may drive for ten miles without passing through the gates, you know, and your father says that you cannot go out of those gates unless he has your promise to marry Mr. Wickland. Anything you desire to make you happy or comfortable I will provide. Beyond that I can do nothing."

"But, Aunt Alvina, you cannot believe that father is right in not permitting me

to marry the man I love," protested poor motherless Ray.

Miss Ford permitted a smile to crinkle the corners of her well-cut lips.

"My dear, romance is dead in these days," she said scornfully. "If your young man had an ounce of ginger in his make-up he wouldn't permit you to be married off to that old scarecrow of a Wickland!"

"I don't think Mr. Wickland a scarecrow exactly," said Ray, "but he's too old for me and I don't love him. Now, Nelson—but you know Nelson Blair, Aunt Alvina—is young and ambitious, and he is making heaps of money in demonstrating those new flying machines. Even father calls him a brilliant aviator, and Nelson has promised not to fly much after we're married."

"I've seen him fly," said Alvina kindly. "I don't understand your father, my dear, but I've given him my promise not to let you go through the gates until I have his permission, and I heard you promise the same thing. So the only thing to do is to make the best of a bad situation and trust to time to soften your father's heart. I've sent to town for a box of new books, and Rudolf will motor to the station for them this afternoon."

Miss Ford sauntered into the house, leaving Ray on the terrace, where the peacocks strutted up and down in the sunshine.

Ray suddenly smiled.

"No romance in these days!" she said softly. "Why, it's rather romantic to be shut up within castle walls. But I do wish Nelson were near. At least we could talk to each other over the wall, and I could toss him a rose now and then to let him know that my heart is quite unchanged."

Ray sat down to read the morning newspaper, and her heart thrilled as she read that Nelson Blair had won new laurels in the great aviation meet of the day before. So she sat there dreaming of her lover and inventing many ways of escaping from the castle.

The afternoon waned, and in the golden glory of the sunset Ray went in to dinner, her eyes still soft with the thoughts of Nelson Blair. After the

meal was over she slipped a shawl over her shoulders and went to walk in the garden, where the roses held great fragrant faces up to the moon.

The garden was flooded with moonlight, and there were the chirrup of insects in the grass and the song of the whippoorwill from the oak wood. Miss Ford was playing crashing chords on the piano in the drawing room, and while Ray listened another sound was added to the noises of the night.

A low throbbing overhead increased to a humming sound. Startled, Ray looked up and saw something large and black and shadowy flying above her head.

In an instant it was gone, hidden by the trees, but something came hurtling down through the air to fall almost at her feet.

She picked it up—a weighted box containing a little note from Nelson Blair.

And Aunt Alvina had said that romance was dead!

Ray carried the precious note to her room and read it over and over again. In a few words Nelson proposed to carry her away from the castle. His new machine was intended for two passengers, and if Ray would trust him, and if she would have a few clothes packed into a light bundle, and if she would be waiting for him on that large sloping meadow behind the castle barns, why, he would make a landing, and, taking her aboard the aeroplane, fly with her to the rectory of a certain church that he knew, where they could be united in marriage. Then would they defy Simon Marvin, Mr. Wickland and even Aunt Alvina herself.

If Ray would consent to these things she must walk in the garden the following evening, when Nelson would fly over the castle. He would recognize her by her white gown. Then, the night after receiving his answer, he would be there in the meadow.

Ray laughed and cried over the letter. First she declared she couldn't possibly get into an aeroplane, and then she admitted that she wouldn't be afraid of anything as long as Nelson was there.

So all day long, Aunt Alvina watched her covertly and smiled secretly to her-

self when Ray, gowned all in white, went out to the garden after dinner. Tonight Miss Ford did not open the piano to interpret Wagnerian masterpieces. She stood at a window in one of the towers of the castle, and she smiled and clasped her hands when she heard the throbbing of a motor and the big bulk of the aeroplane darkened the air before the castle.

Nelson flew back and forth and circled several times about the head of his lady love, as if to satisfy himself that there was no mistake in the answer she had given him. Then Miss Ford saw something small and shadowy drop from the flying machine as it darted away, and she saw Ray run forward and search the ground for the object. Afterwards when Ray came into the house breathless and pink, with a great American Beauty rose pinned on her breast, Miss Ford asked, with a twinkle in her eyes:

"Did you find that rose in my garden, Ray?"

"Yes, Aunt Alvina," said Ray demurely.

The next day Ray was very tender with Miss Ford, and she felt guilty indeed when she packed a little bundle and hid it under the pillows of her sofa. Once when Ray was absent from the house Aunt Alvina stole up to Ray's room and searched swiftly until she found the hidden package. Then she opened it and pinned a letter to some of the garments and carefully replaced it as she found it.

After dinner Ray, who had worn a plain dark blue frock, came and put her arms around Aunt Alvina's neck.

"You have been very good to me, dear," said Ray brokenly.

"Nonsense, Ray," twinkled Aunt Alvina, wiping a tear from her eyes. "You've been a good child and a great comfort. I want you to be happy. And, Ray, if you can prove to me that romance is not dead I'll marry Mr. Wickland myself!"

"Aunt Alvina!" choked Ray kissing her again before she ran out of the house.

Her bundle and long dark cloak were hidden in a summer house, and with the cloak wrapping her from head to foot and the bundle under her arm Ray hurried

around through the box-bordered paths, up the avenue of young maples, past the barns and so finally through the wide gate that led into the meadow.

Here she waited the coming of her lover, shivering with nervous dread of the step she was taking, smiling tenderly at recollection of Miss Alvina's parting words and wondering at that spinster's surprise when she discovered her flight.

Hark! There was the distant humming of the motor. Now the motor was a dark speck in the sky. It grew larger and larger and finally swooped down upon the dewy moonlit field, where a trembling little form greeted the tall, leather-clad aviator who climbed out of the car.

"Are you ready, darling?" he asked quickly.

"Yes, Nelson," she said steadily.

"You are not afraid?"

"Not with you!"

He picked her up and put her in the seat beside his own, strapping her firmly in. Then he took his own place, started the motor, and the aeroplane rocked unevenly over the ground and then arose above the meadow. Twice it circled over the towers of the castle while Nelson found his bearings, and just as they were flying away Ray cried breathlessly:

"Why, look, Nelson! Some one is standing on the parapet waving a lantern at us. Do you suppose it can be Aunt Alvina?"

They knew for certain that it had been Aunt Alvina when Ray, now Mrs. Nelson Blair, found Aunt Alvina's letter in the bundle. Inclosed with the letter was a check whose size took their breath away.

"My dears," wrote Aunt Alvina, "you have proved to my entire satisfaction that romance is not dead in these progressive days. As a consequence I shall marry Mr. Wickland, to whom I've been engaged for the last five years. It is too bad that Simon Marvin wasn't aware of this interesting fact, but his business won't suffer in consequence. Let me know where you are, and I will wire you when to come home and receive your father's blessing."

## A Forgotten Existence

BY ELEANOR MARSH

I was traveling on a railway train. Suddenly I felt a sharp pain in my head. Then I lost consciousness. When I came to myself I saw several persons standing about me, one, a woman, with a bottle of smelling salts in her hand. I tried to recall where I was going. I could not. Then I tried to recall from where I had come. I failed in this too. Doubtless I appeared dazed to those about me, for a woman said:

"She'll come all right presently. Give her a chance to collect her faculties."

After I had been asked a few questions I gave those about me to understand that I wished to be left alone, and one after the other they went to their seats. Then to my horror I found that I didn't know my own name. I didn't know my parents' name nor who they were. Everything beyond the present was lost in oblivion.

Would it all come back? I believed it would. But it did not. I looked in my purse and found tickets to a city and bank bills to the amount of \$24, besides some silver. I searched among a few slips of paper hoping to see my name. There was not a word to suggest who I was.

Not caring to go into a large city in such a condition I got off at a suburban station. It was springtime. I passed a snug cottage, in the grounds of which were two little girls playing. I craved someone to speak to and preferred these innocents to any one else. The gate was open, and I entered the yard, calling to them to come to me. They did so, and I put an arm about each of them. I talked to them and they to me. I cared not what was said, I felt comfort in their company.

"Papa!"

One of the children looked up at someone entering the gateway. I followed the direction of her glance and saw a man about to enter. There was something so kindly in his face that I felt impelled to tell him my trouble and ask his advice as to what I should do. He listened to me, asked me a few questions, then said:

"Come into the house and we will see what can be done for you."

His household was run by an elderly woman. There was also a nurse for the children. He told the former to give me a room for the night, and he and I and the children dined together. After dinner he informed me of the steps he proposed to take on the morrow to discover my identity, suggesting that I examine my clothing to discover if there was any mark that would help us. After dinner I went to my room and made the examination. There was nothing to give any clew.

Mr. Seagrave, the gentleman, telephoned an advertisement to a newspaper in the city describing me and the incident connected with me. He said he thought my relatives would be on the lookout for such a notice and I would hear from them very soon. He also gave me permission to remain in his house till I was claimed or my memory returned. I had enough money to pay my board for two or three weeks, but after that I would be penniless.

Time passed and no one claimed me. I wondered if I had any relatives. I judged that I was about 21 years old. Had I been married? If so, my husband would doubtless move heaven and earth to find me.

When three weeks had gone by I tendered Mr. Seagrave my \$24 for my keep and told him that it was all I had. He offered to discharge the nurse and make me the governess of his children. I gladly accepted.

A doctor who was called in to see me said that he was of the opinion my loss of memory had been occasioned either by a former sickness or trouble. I showed no sign of being ill, and there was no evidence of a past trouble.

What I had been I knew not. I knew that I was very happy in Mr. Seagrave's home. I loved the two little girls, and I grew to love him. A widower, he naturally pined for a woman's companionship. I had not been in his house a year before he asked me to marry him.

Alas! I knew not whether or no I was free to marry any one. There was a long struggle between my desire to be

his wife and to mother his two dear little girls. He seemed to have made up his mind to take the chances himself, and at last I consented. We were married. He, I and the children were happy.

About two years after my marriage I awoke one morning after a long sleep my former self. It was a horrible awakening. I had married a man who had treated me brutally, and after a terrible scene I had caught up what money there was in the house and left him. He had married me in opposition to his parents' will and had thus given up a fortune.

I told Mr. Seagrave that my memory had returned, and that our marriage was not legal. He bade me be comforted, that all would come out right. I gave him information to guide him, and he proceeded to look up the case.

One day soon after this he came home and took me in his arms, evidently very happy. He told me that my former husband had died and that his father had advertised for me. I went to see him, and he said he had sought me that he might make amends for his son's cruelty. He was very rich and at once settled a part of his fortune on me. When he died I received the rest.

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### The Nasty Mind

The nasty mind is one that habitually attributes unworthy motives to others.

It affects us very much as does the unclean person, exciting in us repulsion and a strong desire to escape his presence.

It is usually found in those whose opinions are formed not by reason and an intelligent weighing of evidence, but by prejudice and blind feeling.

Such people fall into ruts of opinion because it is easier than thinking. To condemn a class requires less exertion than to do justice to an individual. Hence whoever wants a clean mind should avoid class condemnations.

For instance, there are certain circles in which you are pretty sure to hear all the clergy, all church members, and all reformers set down as hypocrites; it is a nasty habit of some to refer to all Congressmen, Senators and other office holders as corrupt and venal, and policemen as

for sale or brutal or incompetent, all newspapers as under control of the business office, all Socialists and union laborers as anarchists and trouble makers, all people of wealth as heartless, and all successful business men as criminals.

Each class, of course, has its peculiar temptations, and a certain portion of its members yield to them; yet human nature is about the same wherever it may be found, and the average man or woman wants to be decent and straight.

Violent and sweeping denunciations attract attention. The world listens eagerly to scandals and muckrakings. There are certain publications whose circulation is built upon their nasty insinuations; they call themselves bold and fearless advocates of the truth, although they have not the first requisite for a truth lover, which is an open mind.

We have seen nastiness in the Senate of the United States, where politicians of eminence, under the stress of party, do not hesitate to attribute the most sordid motives to the leaders of the opposite faction. Partisanship, indeed, is that choice breeding ground for dirtiness of mind.

Dr. Ralph Reed emphasizes the fact that the nasty mind as a rule attributes to others the same vice that is in its own subconsciousness. For instance, "The excessive prude is likely to be at heart a sensualist. The man who can never credit others with telling the truth is likely to be himself a liar. The paranoiac believes he is subject to the hate of those about him because of the hate in his own soul."

The saying of Epictetus is a good one: "Bear a gentle mind toward any man who may revile you. For, say on each occasion: So it appeared to him."—*Dr. Frank Crane.*

### Power of Music

When Arion, famed for his music, and who had entered into a musical contest in Sicily, was returning home with the valuable prizes he had won, the seamen on the vessel conspired to take his life and possess themselves of his treasure. He asked as a last request that he might be allowed to die as became a bard, clothed in his

minstrel garb, and singing his death song to the accompaniment of his harp. This was granted him. But, as he sang and played, the music drew about the ship some dolphins, and when he sprang into the sea one of them received him upon its broad back and bore him safely to land.

Of this legend, and of the power of music, Spenser wrote:

Then was heard a most celestial sound  
Of dainty music which did next ensue,  
And on the floating waters as enthroned,  
Arion with his harp unto him drew  
The ears and hearts of all that goodly crew;  
Even when as yet the dolphin which him bore  
Through the Ægean Seas from pirates' view,  
Stood still, by him astonished at his lore,  
And all the raging seas for joy forgot to roar.

—V. R. I. Review.

### The Cost of Living in England

The special congress of Trade Unionists to consider the problem of living under the exploitation methods which the great war has brought to such perfection ought to put the matter into a concrete form once more. The quidnuncs who under the name of Trade Unionists have been openly or covertly attacking the attitude of the *Review* toward the question have now got their answer from the reputed body which speaks for Trade Unionists. We do not need to violate our agreements solemnly entered into by our agents. We do need to band ourselves together to combat an enemy who is quite as effective in his attacks upon our lives as any enemy who operates in the trenches, in the air, or beneath the water can be. With that enemy, as with the other, we can have no truck. And it is only fair to say of him that he wants none with us. What he wants, and what he will have, is all that is available in the way of surplus when life is maintained. It is a salutary lesson from the war period to realize that from actual experience. Hitherto a good deal of spoken and written language has been devoted to show that the actuating motive of all human effort is selfish aggrandizement, but it is not so often that a practical object-lesson comes in our way to prove that the theory is quite correct. That it does not misstate, except that it understates the position of the relationships among men even of one nation, of

one heart, of one soul, and of one patriotism. Ruskin, who so often anticipated events by merely stating what to his clear mind was true to the core, tells us of a committee he sat upon, when it became, at one period of our sittings, a question of vital importance at what moment the law of demand and supply would come into operation, and what the operation of it would exactly be; the demand on this occasion, being very urgent indeed; that of several millions of people within a few hours of starvation for any kind of food whatsoever. Nevertheless, it was admitted in the course of debate to be probable that the divine principle of demand and supply might find itself at the eleventh hour, and some minutes over, in want of carts and horses; and we ventured so far to interfere with the divine principle as to provide carts and horses with haste which proved happily in time for the need; but not a moment in advance of it. It was further recognized by the committee that the divine principle of demand and supply would commence its operations by charging the poor of Paris twelve pence for a penny's worth of whatever they wanted, and would end its operations by offering them twelve-pence worth for a penny of whatever they didn't want. Whereupon it was concluded by the committee . . . that we would venture, for once in a profane manner, to provide for the poor of Paris what they wanted, when they wanted it. Which, to the value of the sums entrusted to us, it will be remembered we succeeded in doing. Forty years have not taught us much in the art of supplying ourselves with what we want, when we want it, but it has taught us something, and the testing point for Trade Unionists will be, and we shall be soon put to it, can we use our industrial and political power to beat the enemy within our own shores from our throats? Is it to go on because of our long established faith in political economy at twelve-pence for a pennyworth of what we want, or is it to stop? It may be well not to pre-judge the case put by the special Trades Union Congress, but it may be as well to state it seriously that some remedy will have to be forthcoming, and soon, or

the divine principle will have to be again interfered with.—*The London Railway Review, Representative Ry. Unions.*

### The Burden

BY ROBERT WHITAKER

Not the weak, but the strong are the burden we bear;

We could carry the feeble today,  
And no one be broken with heart-ache and care,  
If the strong would stand out of the way.

We could satisfy all who have less than they need,  
If they who have more would refrain.

Want is not the world's problem, the problem is greed,

For the slums are the back-yards of gain.

We prate of "defectives," and scold "the unfit,"

But the people who trouble us most  
Are the vaunted "efficient," who think they are it,  
And know not the things that they boast.

The handsome folks live on the plain folks, of course,

And the clever folks live on the fools;  
And the people who work are forever the source  
Of the waste and the riot that rules.

You may double the tax on the common man's bread.

But the rich man must still have his cake,  
And the foolish must fill up the trenches with dead

That the wise folks may double their stake.

And when you have beggared the man who is down  
The man is a patriot still.

But alas for the flag, and alack for the crown  
When the rich have to settle the bill.

No, it isn't the weakness of those who are weak

That makes the world wretched and wrong,

We shall some day discover the sinner we seek  
In the self-centered greed of the strong.

—*The Public.*

### Labor Injunction Denied

Judge Dickson, of the Ramsey county District Court of Minnesota, has refused to enjoin striking building craftsmen because the employers' plea "is so devoid of specific facts and consists so entirely of general conclusions that it is of no force as evidence upon which to base the temporary injunction."

Attorney Walter G. Merritt, of the American Anti-boycott Association, was commander-in-chief of the employers' forces. The plea prepared by this well-known non-union advocate was the usual awe-inspiring tale — interference with business, unlawful conspiracy, boycotting, etc., etc.



The court refused to be trapped by phrasings that have so often proved effective with judges more interested in protecting a dollar than a human right.

"None of the acts with which the defendants are charged in the voluminous complaint are unlawful," said the court. "Any man may refuse to work for or deal with another man, handle his products, or work with his tools for any reason sufficient unto himself; and what he can do in this respect individually he can do collectively by agreement with others and through a federated agency."

This sentiment has been persistently urged by organized labor and has been placed in the labor sections of the Clayton law by the United States Congress.

In answering the anti-claim that organized labor "is an unlawful conspiracy in restraint of trade and competition in violation of the penal statutes of Minnesota," the court gave Attorney Merritt a needed lesson in fundamental law when he said: "If this is so, it is a matter for the attorney-general to take up on behalf of the State.

"Unlawful conspiracy, like fraudulent intent, is a psychological fact, a state of mind, and its existence can only be shown by the overt facts, acts and conduct of the alleged conspirators. The ultimate fact of conspiracy is always a conclusion, and, therefore, to enable a court to determine whether or not a general charge of conspiracy is true the overt facts, acts and conduct from which the pleader's conclusion is deduced must be alleged. There are no specific facts alleged in this complaint, and, therefore, it is of no force as evidence on which to base a temporary injunction and cannot be considered as a basis of the instant motion.

"In my judgment there is nothing in the claim that union men will be coerced by threats or fines, etc. Any individual may abandon his union at will, and cannot by any legal method be compelled to pay a labor union fine. He belongs to and acts with a union or not just as he pleases, and his choice in the matter is based on economic considerations. Self-interest and a desire on the part of each individual to do the best for himself he can under economic circumstances is at the bot-

tom of the whole scheme. It is a very idle threat to threaten a man with a fine he cannot be compelled to pay, and the paying or not paying of which is a matter of his own judgment and choice, and the payment of which is merely a condition of retaining certain contractual relations with others.

"The word 'unfair,' as interpreted by its use as shown in the evidence, means no more than that the one to whom it is applied is considered to run an open shop or a non-union business and to be opposed to organized labor, and to be such a one as union laborers refuse to work for or deal with. The letters in evidence written by the officers of the various unions to various subcontractors state that because plaintiff is 'unfair' no union laborers will be allowed to work on his jobs. This language is construed by the plaintiff to be a threat that union laborers will be prevented by unlawful coercion from working on the plaintiff's jobs. But such a construction is manifestly unfair, and, fairly construed, the letters amount to no more than to say that the conditions of membership in the unions will prevent union laborers from working upon the plaintiff's jobs."

In refusing the injunction because of a lack of specific facts or instances where law was violated, Judge Dickson struck several fundamental notes, but he indicated a belief that equity power must be depended upon to prohibit acts covered by statute. On this point trade unionism bases its opposition to labor injunctions.

His decision, however, is a refreshing change from the attitude of judicial defenders of dollar rights against human rights and is added proof that the agitation of organized labor is slowly blazing a path through the injunction jungle.

Editor O'Neill, of the *Trinidad, Col., Free Press*, lets fly this round of shrapnel at labor injunctions:

"The injunction, as a general rule, recognizes scarcely any legal rights that are presumed to be guaranteed to American citizenship, and ignores the organic law of state and nation with as much insolence as was shown by a master to his slave in the ante-bellum days.

"Labor in its campaign against injunctions is demanding no favors from our judicial department of government, but labor being conscious of judicial prostitution to protect privilege, is sounding a protest against the usurped power of courts, which usurpation of authority and power is utilized to make more formidable the intrenched position of special interests and to weaken the citadel in which human rights are presumed to be safe from the ruthless hand of the destroyer.

"The courts are powerful and will resort to every weapon to retain the authority which has been exercised in the past, but the people, whose sovereign will created the judiciary, are mightier than the creature of their creation.

"The will of the people is as mighty as truth, and 'truth crushed to earth will rise again.'

"Labor is opposed to the injunction, for labor has long ago discovered that the injunction is the most favored weapon of the employer upon which he depends to defeat the strike and to put the boycott in the morgue.

"The campaign launched against the injunction may be a long drawn-out battle, but the brawn and bone of this country, standing under the flag of unionism, have no doubts as to the ultimate results."—*Weekly News Letter*.

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### Labor Power Not a Commodity

The labor sections in the Clayton anti-trust act, enacted into law Oct. 15, 1914, secured to wage-earners necessary fundamental rights. The influence of that victory has been far reaching. The principle declared by the Congress of the United States and approved by the President of the United States, "that the labor power of a human being is not a commodity or article of commerce," has been making its way into the minds of all the citizens of the country.

The same policy that was followed for the securing of protection under federal law must be followed in the various states in order that federal protection may be supplemented by state legislation,

thus safeguarding the rights of workers in all courts.

The necessity for such campaigns in all states was demonstrated a short time ago in Ohio. The grand jury of Mahoning county brought in an indictment that represented an effort to place responsibility for the results of their policies upon employers of Youngstown whose actions resulted in the revolt of the steel workers. But the effort of the jury was ill advised. The verdict was a shock to every intelligent mind that appreciates the value of human life. That verdict said that certain corporations, persons and individuals engaged in the manufacture, sale and purchase of certain merchandise, products and commodities—to wit, iron, steel and "common or unskilled labor"—were guilty of violations of the anti-trust law of the state.

This finding of the jury did not become a precedent. The workers of the state and of the nation were alert to the danger. They were not only aware of their rights, aware of the principles of human freedom, but they were aggressive in their own self-defense. As a result Judge Anderson made a decision which contained the following:

"While the indictment distinctly charges in several places that labor is a commodity and avers that they were guilty of entering into an unlawful combination because labor was a commodity, yet this cannot be true. When we take the definition of 'trade' as used in this statute we find that it simply means the same as 'commodity.' There is but little distinction between the two words. I am not prepared now, and I trust I never shall be, to declare that the labor of a man is a commodity to be hawked in the market and to be sold to the highest bidder.

"Labor is personal and individual to the man. It is his; it is his own; no one can sell it for him in this land of ours, nor can any one take it from him. If we are going to regard it as a commodity the results of that would be dreadful. It shears labor of all the dignity that it ought to have. It puts the laboring man on the level with a slave; it takes away his manhood and the respect that the community owes and should give to labor.

There was a time when labor was a commodity, but that was shot to pieces from 1861 to 1865, and I trust and hope, as every other good, law abiding citizen hopes, that it will never again be resurrected in this country of ours. Capital depends upon labor as much as labor depends upon capital. I cannot—and I am glad I cannot—class labor as a 'commodity,' and in this position I am amply sustained by many decisions of many courts.

'The statute itself, it seems to me, absolutely precludes labor from its terms. It is not dealing with wages or labor; it makes no provision that it is a violation of law for the mill owners to combine to fix the price of labor. The lawmakers are endeavoring by this act to prevent the citizens of Ohio being injured by a combination that might fix prices of goods and merchandise and products sold in the market. That is the object of the statute and nothing else. Then, again, what would be the result if it were held

that labor comes within this statute? Every labor union throughout the state would be violating the law at every meeting when they are endeavoring to protect one another as to their wages, and all of their acts would be criminal. Our courts have held up to the very highest court in the land that labor unions are legal, and in fact some courts go so far as to hold they are commendable and that men should combine to help one another in the struggle of life. I think that such organizations are commendable, but yet this would make them criminal. Again, it would be a criminal act when the mill owners agree to pay so much per ton for iron to their laborers, because that would be a combination to fix wages, and when they meet for the purpose of adjusting the scale, one a combination of laboring men and the other a combination of mill owners, they are engaged in a criminal act, if this statute applies."—*American Federationist*.



B. OF L. E. LEGISLATIVE BOARD OF TENNESSEE

Top row—John Donovan, Jos. Harrington, J. C. Scofield, W. W. Fidler, S.-T., M. M. Goforth, George Vandebrook, W. A. Chrisman. Second row—S. C. Ready, E. C. Felton, J. C. Curran, F. H. Glenn, F. F. Wright, Chr. Third row—John Smith, J. M. Johnson.—Courtesy Bro. W. W. Fidler, S.-T.

# Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

## Reward of Merit

In the railroad game, it is not your name,

Nor who you are that'll weigh

In the scale that tells, and merit spells,

Whatever you do or say;

If you fail to strive in the busy hive,

Of the workers of your kind;

If your interest lags and your effort sags,

You're sure to be left behind.

'Tis a pleasure rare for those who dare,

To do for the sake of right;

Tho the task be hard there is sure reward,

And a thrill of rare delight;

For the one whose aims in the work or games,

With his fellows here below;

Is to do what's right to win the fight,

For the sake of doing so.

If the train be long and the wind be strong,

And the grade against you too;

It will try your will and test your skill,

For the best that you can do;

So drive her through, for it's up to you,

And each victory won that way,

Will refine your skill and strengthen your will,

For a test some other day.

These trials of skill, these tests of will,

Are tests of your manhood too;

For the fellow who'll shirk, in play or work,

Will dodge what he owes to you;

So mark him well, for time will tell,

And the record is plain that when

A fellow's pride is just in the hide,

He'll fail in the race with men.

There is no test that calls for the best,

Of brain and brawn as well;

No other work if the workers shirk,

That will the surer tell

Than the railroad game, for it's not the same

As some others here below;

And here's the rub, you're a peach or a dub,

You're bound to reap as you sow.

It is surely nice, tho you pay the price

In the work of head and hand;

To know you've won, tho your race be run,

That your record still will stand;

'Tis a pleasure to know, and you feel it so,

That friend and foe must say,

When they link your name with the R. R. game,

"He was a good one in his day."

T. P. W.

CLEVELAND, O., Aug. 4, 1916.

## The Extra Man

PERRY, LA., July 18, 1916.

EDITOR JOURNAL: I have noticed in the past that considerable has been said in our JOURNAL about the extra man, and what we as an Order should do, but are not doing. And if we did not arrange to give him work he would leave the Order, and such men were likely to turn on the Order in case of a strike, etc.

I feel that most of these letters about why regular men don't lay off and give the boy a chance are harmful.

It does no good to start with. We can fill our JOURNAL full of such matters and the men that never lay off will not be affected in the least.

When a man gets greedy he has gone beyond the possibility of recall and the chances are ten to one that he does not even look at our JOURNAL to know what is in it.

Now, to the people who do read:

The regular man lays off when he feels he can, and now comes the extra man. He is striving hard to make a living, and just as sure as the sun shines he is looking more or less for sympathy. His bills come due, and he is looking for an excuse, picks up his JOURNAL and finds relief in these letters; then he says, if the old heads would lay off he could pay his bills.

Dear Brothers, I wish to say that there is a living here for all of us in this big country of ours, but we mortals find fault. If we, as extra men, would take care of our wages when we have work, go back and fire a trip, or work on the streets, or do something until business picks up, we would find ourselves a great deal happier than sitting at home at our writing desk, writing letters and finding fault about the old men "who never lay off," men who have passed through many a hardship to reach the age where they can provide for their families.

I am as bitterly opposed to greed as any man living, for greed brings many a man to sorrow and want; but I do say that each regular man should be entitled to a good fair mileage and let the younger men take what is left, and if it is not sufficient, work at something else till the time comes when they can do better.

I find that the very men on the extra list who do the kicking about the old heads not laying off are the ones who do not lay off when they become regular men.

I wish to state that the writer is not an old man, either in years or service, and right at present has not a place on the extra list except at times. I fire part of the time, and run part of the time, and I feel that you, dear Brother, would be happier and more contented if you would cut out this faultfinding about the regular man not laying off. MEMBER DIV. 203.

### The Veterans

CLEVELAND, O., Aug. 1, 1916.

EDITOR JOURNAL: The railroad lives of our retiring veterans to be found in the Correspondence Department of the JOURNAL are always interesting to the reader, particularly to those who have tasted of some of the experiences of the engineer in early days of railroading. Of their trials they are unusually silent, but we who can read between the lines know from their frequent changes of base that their pathways were anything but smooth. When we read of those whose membership in the B. of L. E. dates back to the days when it was dangerous to be known as a Brotherhood man, our admiration is challenged and we acknowledge our obligation to such pioneers, for we appreciate their efforts, not wholly for the results they have gained in the founding of the Brotherhood, but largely on account of the conditions under which the work was done.

Building the foundation of the B. of L. E. was much like building a bridge in war times in full view of, and within range of, the enemy's guns. It was dangerous work. The right of organization was not yet recognized, and wherever it reared its head it was promptly knocked down. But it rose again through the untiring efforts and much self-sacrifice of the pioneers who relate in simple narrative merely their wanderings incident to railroad life under the unsettled conditions of early times.

The pages of history contain no record of wage-earners of any period who con-

tributed more in well-directed effort and self-sacrifice to the general progress of their time, as well as to the lasting benefit of wage-earners of every craft, than the pioneer railroad men in every department of train work. To firmly establish the right of representation for the worker was an accomplishment that marked an epoch in the march of human progress, as it gave birth to a principle of wide-reaching importance that will exist as long as civilization endures.

T. P. W.

### Stand Fast

Hark! the call has sounded!  
Sounded clear and plain;  
Did you barter self-respect,  
Expecting thus to gain,  
Advanced position, increased wealth?  
If so, you now must know,  
There is no place that's fit for you;  
Not even down below!

You think perhaps you've stepped ahead,  
The price you paid was dear!  
Ere long you'll sadly realize  
You're crawling in the rear!  
Though you may roam on land or sea,  
And travel far and wide,  
'T will soon be known; that broken "trust"  
Impossible to hide!

Back up! my friend, get into clear.  
Stand fast with men true blue!  
You've everything to gain, my friend,  
And not a thing to rue;  
False promises may tempt you,  
Yet fade like morning dew.  
It's character the railroads want,  
It's men they know are true!

LLOYD F. MOYER, Div. 627.

### The Floating Element

LINCOLN, NEB., July 23, 1916.

EDITOR JOURNAL: In many parts of the country, as you are aware, the tramp nuisance has become almost unbearable to railroad men. Here in the West, they travel by hundreds on freight trains; yes, and on the top of passenger trains, going hither and thither, and frequently under the disguise of "harvest hands," but nowhere in particular. In Lincoln, recently, a number of them who had been stealing rides were thrown into jail; a few days afterwards, hundreds of others demanded their release.

One or two labor organizations here have passed resolutions condemning the officers for arresting them and inferring that they were entitled to free rides and should not be molested. I have this day intro-

duced a resolution in the meeting of Div. 98, a copy of which I am sending you. It was passed unanimously, and a copy given to the press here, which, I am sure, will uphold us in our views as expressed in the resolution. I am sending you a copy asking to have the same appear in the JOURNAL, as the question is a pertinent one in many localities and I feel that other Divisions should take similar action. Fraternally, H. WIGGENJOST,

Sec.-Treas. Div. 98.

WHEREAS, The problem of dealing with the floating element commonly known as tramps, hoboes, and members of the I. W. W., has become a serious one; and,

WHEREAS, We concede to such the right to organize as union men, thus to protect their interests, if by honest efforts and means; and,

WHEREAS, This class of travelers causes us railroad men much concern as they travel from place to place in great numbers; often endangering our lives and personal welfare; liable to hold us and the railroad company responsible for possible injury to them; endanger the safety of passengers and freight in our care by meddling with the air brakes and otherwise impeding traffic; causing farmers and other citizens along their route of travel much worry and grief because of their begging propensities; fill with terror the women and children left alone at home; and, lastly, willfully violating our laws in stealing rides on trains back and forth on idle trips; therefore, be it

*Resolved*, That Div. 98, Brotherhood of Locomotive Engineers, in regular session assembled on this, the 23d day of July, 1916, do hereby fully endorse and highly commend our county and city officials for their earnest endeavor to combat this menace to society. We furthermore implore all good citizens to give their moral support to all officers of the law who know their duty and honestly try to perform it. H. WIGGENJOST, Sec.-Treas.

### Susie Brown

Bill Bowers was an engineer,  
One o' the wild an' woolly kind,  
Useta call him Rough House Bill,  
Wore the peak o' his cap behind.  
Cum from somewhere in the "East,"  
He was sure some runner, too,

Also he could scrap a bit,  
Gospel truth I'm telling you.

He landed here in sixty-four,  
Huntin' work, most any kind,  
He cud run, er fire, er brake,  
Anything, Bill didn't mind.  
Got a job o' runnin', too.  
"Old Man" Wiggins, so they say,  
Seemed tq like the style of Bowers.  
Set him runnin' right away.

He proved the slickest runner here.  
Showed em how to hit the ball,  
Beat out all the fancy records!  
Couldn't match his speed at all;  
Also beat a lot o' mashers  
That hung round the corners then.  
Only fault Bill had was boozin',  
But it wur the fashion then.

Later, a change came over William,  
Folks no longer called him Bill,  
Quit the booze and rough house business.  
Got to dressin' fit to kill.  
Gossips all upset about it,  
Stumped most every one in town.  
Fact came out, he had a steady,  
Pretty little Susie Brown.

Handsome timid little Susie,  
Finer girl you never see;  
All sed who 'n the world ud tho't  
She'd take up with such as he.  
Yes, they sed it wur a pity,  
But Susie didn't think that way;  
Neither she nor William worried,  
But the gossips have their say.

Susie taught Bill lots o' things.  
As their friendship grew and grew;  
Drilled him in the latest dances,  
Took him to the meetins too;  
Trained him an' refined him also,  
Made the greatest change until  
There was nothin' left in William  
That resembled Rough House Bill.

Then, of course, as you're expectin',  
They got married, settled down;  
Raised the nicest, biggest family,  
Credit to them an' the town;  
Toiled and toiled on uncomplaining.  
In the sunshine and the rain;  
Hand in hand together meetin'  
What of pleasure or of pain.

One day I picked up the JOURNAL,  
Read where William was retired;  
Told of all his railroad history,  
Even to the time he fired;  
Also printed in his picture,  
Finest lookin' man in town,  
But would look a whole lot better  
Beside one of Susie Brown.

In my mind I picture Susie,  
Settin' in her easy chair;  
On her lap the open JOURNAL,  
With the pages turned to where  
She'd been readin' William's history,  
Pleased with every single line,  
Told he was a self-made man  
And some other things as fine.

And she looked to me as though  
She thought 'twould have been fine,  
If in the JOURNAL by my William  
They'd put that photograph of mine.

### Eight-Hour Special Won the First Prize

EDITOR JOURNAL: The judges of the Ashland (Oregon) parades paid proper tribute to skill and energy when they awarded the first prize in the industrial class to the "Eight-Hour Special" put into the parades by the four railway brotherhoods. It represented a life-sized locomotive and tender built about an automobile and had as a trailer a realistic freight caboose. It appeared in all three parades and was greeted with cheers at every stage of its journey through the immense throngs that lined the streets. Thirty thousand saw it July fourth and as many more on the two days following, and if there was anybody around who didn't know about the eight-hour question he does now—for it was the talk of the crowd. The float was built in Ashland and cost in the neighborhood of one hundred and fifty dollars. It was certainly a unique and effective piece of advertising in behalf of the cause for which the four brotherhoods are contending—a cause which, as we understand it, is not one for more wages but one for shorter days for the men now working and more work for men who are idle. C. R. D. Jones and E. H. Bush represented the brotherhoods in getting up the float and we surmise that their design will be copied far and

wide in parades this season. Pictures of it have been taken and will doubtless appear in the railroad men's magazines.

DIV. 445.

Bro. T. D. Carrigan, Div. 783

WHITE PLAINS, N. Y., July 28, 1916.

EDITOR JOURNAL: The following letter to the Secretary-Treasurer of this Division was read to the members and the Division instructed the Secretary-Treasurer to send it to the JOURNAL for publication.

G. N. P., S.-T. Div. 783.

Mr. G. N. Patrie, S.-T. Div. 783:

DEAR SIR AND BROTHER: I herewith enclose picture of myself and the history of my time in the Civil War, U. S. Navy and the Harlem Railroad for the Engineers' JOURNAL.

I was born in Fordham, N. Y., Oct. 6, 1844, and later in years I went to Washington, D. C., during the early part of the Civil War, and worked for a settler in Alexander, Va., with some hundred bridge builders for Nashville, Tenn.; at the battle of Lookout Mountain and at Chattanooga, and worked on London Bridge and was at Alexander after the Battle of Bull Run. Was there one year and then came back to New York and was drafted and then went in the U. S. Navy at Brooklyn Navy Yard in 1864. Went on board re-



THE EIGHT-HOUR SPECIAL—DIV. 445.

1. Bro. J. Lucey, O. R. C., Div. 518; 2. Bro. C. W. Winnie, Div. 425, B. of L. E.; 3. Bro. C. R. D. Jones, Local Chairman, Div. 425, B. of L. E.; 4. Bro. E. H. Bush, Div. 425, B. of L. E., Engineer; Virginia Jones, daughter Bro. C. R. D. Jones; Conductor; Inez Wolter, daughter Bro. E. F. Wolter.



Bro. Thos. D. Carrigan, Div. 783

ceiving ship "Saratoga" while at Navy Yard and then went on flag ship "Vinooskie" under Captain Cooper, and at Dobey Sound we saw a blockade runner; being at night she got the best of us and got away, which would have gotten us a prize had we captured her.

Served two years and got my honorable discharge at New Orleans. Came back to New York and then later in 1866 I went to work for the Harlem Railroad in the machine shop, two years under Master Mechanic Strong; then went firing for six years; was promoted to running an engine in 1874; ran passenger trains until 1908, and then ran the switch engine at White Plains yard until Oct. 1, 1915, when I was incapacitated and was retired in May, 1916.

I have been a member of the Brotherhood of Locomotive Engineers in Div. 145 since 1875, and was transferred to White Plains Div. 366 in 1890, then later went back to Div. 145, and at present I am a member of Div. 783, White Plains.

Never had an accident during my time in service and never worked on any other railroad.

I have been through seven different States and have seen some great sights on land and sea, but my memory is very bad now and I can't very well explain all that I would like to.

Yours fraternally,  
THOS. D. CARRIGAN.

### Bro. J. C. Prentice, Div. 214

The *Chanute Kansas Tribune* has the following to say of Bro. J. C. Prentice, who came into Kansas with the first locomotive that ever entered the state, and who pulled the first trains into Girard, Pittsburgh and Joplin for the Santa Fe Railroad Company, retired from railroad-ing today:

"There was little formality about the occasion. The veteran engineer brought his passenger train in from Joplin on time. He turned it over to his fireman, climbed down the steps and went to his handsome home at 120 South Lincoln Avenue, where he started on a vacation which his many friends hope he will live long to enjoy.

"The railroads have had fifty-three years of my life," he said. "Now, I am



Bro. J. C. Prentice, Div. 214



going to have the rest of it for myself. The Santa Fe has been very good to me. It has granted me a nice pension, and I have nothing in the world to bother me.'

'Mr. Prentice was born in Galesburg, Ill., sixty-nine years ago. He began his railroad career in May of 1863 at Quincy, Ill., where he began firing for the Quincy & St. Joe, back in the days of wood burners.

'Previous to that time he had tried twice to enlist in the Union army, but both times his services were rejected because of his youth and his size.

'He came to Kansas from Quincy with the first engine for the Union Pacific, reaching St. Joseph December 31, 1863. The river was blocked with ice and he did not reach Wyandotte, his destination, until the spring of 1864, making the trip by flat boat.

'There were no railroads in Kansas then,' he said. 'We brought rails along with us so the locomotive would have something to run on.'

'He had not given up his idea of serving his country, so, after he had got railroading started in Kansas he entered the service of the Government and fired for it on confiscated locomotives in Alabama, Tennessee and Georgia. He remained in the South until May 1, 1865, when he received his discharge from service.

'He returned to work for the Hannibal & St. Joe, and was soon promoted to engineer, after which he went to work for the Big Four with a run out of St. Louis. He also worked for the I. D. & S. road out of Decatur, Ill., and came to Kansas in 1880. March 24 of that year he began his service with the Santa Fe railroad, which continued until he voluntarily relinquished it.

'Mr. Prentice quit with a clear record,' said Trainmaster T. Cunningham after looking over the veteran's record. He has been pulling a passenger train for years and never had an accident of any consequence.

'He had been on what is called the Girard branch for twenty-nine years, pulling the first train into Girard when that was the end of the branch, then pulling the first train into Pittsburgh when the branch was extended to that place, and

the first train into Joplin when that became the other terminal.

'W. H. Latimer, who has been conductor on the Joplin branch for several years, was a brakeman on the first train that Engineer Prentice pulled out of Ottawa.

'P. Ryan was the engineer who pulled the passenger train back to Joplin this afternoon.'

### Royal H. Robie, Div. 786, Retired

JACKSONVILLE, FLA., June 16, 1916.

EDITOR JOURNAL: By request of my Division, I send to the JOURNAL a brief sketch of my career. I was born August 5, 1845, and am a great-grandson of General John Stark. At the age of 17 I enlisted for three years, or during the war. Was mustered into service in Company E, 11th Regiment, N. H. Infantry, August 29, 1862. Our regiment was in many battles, also in the sieges of Vicksburg, Knoxville, Petersburg and Richmond. On leaving our State Sept. 11, 1862, our regiment had 1,005 men; two years later it was reduced to two corporals, myself the junior, and one private.

I returned home again June 10, 1865. On April 10 began firing on B. L. & N. Ry., at Lowell, Mass.; fired 'left-handed' passenger engine four years, was promoted to engineer April 18, 1870; ran 'left-handed' switch engine for a year without a fireman, pay about \$65.00 per month and a fourteen-hour day; got a job at Creston, Iowa; quit the B. L. & N., but before starting for the West became a member of the B. of L. E. in Boston, Div. 61, in the last week in March, 1871. What Brother, I ask, holds membership in our Order today who became a member before he ever had a fireman, and went into the B. of L. E. from the left-hand side of the engine too? All engines on that road that were built for switching in those days were left-handed, and were run without a fireman.

I changed my membership to Div. 112, was transferred to Burlington and became Chief of Div. 151 in 1881. Next went to Div. 98, Lincoln, Neb., then went to Macon, Ga., and later to Div. 786.

I was in both strikes on the Burlington in 1877 and 1888. First at Burlington; then I



Bro. Royal H. Robie, Div. 786

located at Ravenna; pulled first scheduled passenger train west out of Ravenna between Ravenna and Broken Bow.

I quit the Burlington at Broken Bow, Neb., Feb. 27, 1888; was with that company from 1871; was a short period on the N. P. out of Lexington, Mont., but left on account of sickness, chiefly sickness of snow and cold weather. Located next at Macon, Ga., and worked for the Georgia Southern & Florida; served that company nearly 24 years; retired May 3, 1912, and received my honorary badge some three years ago. I am very proud of it and I hereby tender my thanks for same.

I have had some wrecks, but will only mention one or two. They happened 20 years ago about sixty miles from Macon, Ga. Two rear sleepers in my train jumped the track, turning over on their sides in the ditch, and on the return trip, within a few miles of the same place, and in a heavy rain, the engine and train, excepting the rear coach, left the rails, going 45 miles an hour. First derailment was caused by switch, second by a pine tree. I was somewhat injured, but only lost ten days. During my whole railroad service, about 46 years, 42 as engineer, I worked

in nine different States and never lost out excepting through a strike. I had two collisions, one rear, the other head on.

I have been a member of the B. of L. E. for 45 years. With best wishes, etc.,  
ROYAL H. ROBIE.

### Bro. George Lamb, Div. 121, Retired

INDIANAPOLIS, IND., Aug. 7, 1916.

EDITOR JOURNAL: Enclosed find photograph and record of Bro. George Lamb, a loyal and substantial member of suspended Div. 492, who retired from active service on July 31, 1916, having reached the age of 70 years. Brother Lamb emigrated with his parents from Mathel Hill, Scotland, when eleven years old (at a period so early he escaped being dubbed Sandy). His father was a marine machinist and worked in the great shipyards at Glasgow. They settled at Lafayette, Indiana, where Brother Lamb commenced firing on the old Indianapolis & Lafayette Railroad, now a part of the Chicago division of the Big Four, in 1863. He was promoted to engineer in February, 1866, and during his fifty years of service as an engineer he was never suspended or reprimanded.



Bro. Geo. Lamb, Div. 121

manded. During this time Brother Lamb has run almost all kinds of locomotives that have ever been constructed, probably with the exception of the DeWitt Clinton class, from little 14-inch cylinder wood burners (with no water bottle on the boiler for beginners) to the Standard Pacific type, and no doubt would feel at home even on the Erie monster, known as the Matt Shay. Brother Lamb joined Div. 7 at Lafayette in 1870, and was F. A. E. of Division at the time our late lamented Brother, Tyrus S. Ingraham, was Chief; and he can cite many pleasant reminiscences of his associations with Brother Ingraham. Brother Lamb has run a passenger train continuously for forty-four years, and in that time has run 2,000,000 miles, or over ninety times around the globe. For thirty-five years he has had, as partner on the run, Bro. L. A. Thomas, another veteran in the service, and in all that time they have never had the slightest misunderstanding. (I merely state this for the benefit of the Brothers who are always knocking on their partners, and they are legion.) Brother Lamb has had several serious accidents. In 1881 he ran into a drove of cattle at Templeton, Ind. The fireman was killed, but Brother Lamb escaped without a scratch. He retires in comfortable circumstances, regarded by some as wealthy, and has no fear of the proverbial rainy day. He and Mrs. Lamb reside in a lovely home on Fletcher avenue, this city. They have one son, Mr. W. P. Lamb, who is chief clerk in the vice-president's office of the New York Central Railroad Company at Chicago, and he, like his inimitable father, numbers his friends only by the number of his acquaintances. He enjoys the sobriquet of "Affable Billy." Brother Lamb is in the best of health, his eyesight and hearing are acute, and he bids fair to live many years to enjoy his well earned rest.

E. B. HANNA, Div. 121.

**Bro. Chas. Reaney, Div. 426, Honorary Member**

NEW ORLEANS, LA., Aug. 6, 1916.

EDITOR JOURNAL: Enclosed please find photograph and short sketch of Bro.

Charles Reaney, who on July 16, at a regular meeting of Div. 426, was presented with a badge of honor.

Brother Reaney having been requested to give a biography of himself and tell of his experiences, he presented the following:

NEW ORLEANS, LA., Aug. 5, 1916.

Mr. R. E. Owen, S.-T. Div. 426:

SIR AND BROTHER: I write you these few lines to give you a brief outline of



Bro. Charles Reaney, Div. 426

my life. I was born in New Orleans on the 18th of March, 1853, but my people moved to Algiers, now the fifth district of New Orleans, in 1858, and lived there until 1868, when I went to work on a dredge boat in the swamps, building the embankment for what is now the Louisville & Nashville Railway. I worked there until September, 1869, when I went firing on engine No. 6. The road was equipped with Roger engines having what was then called new improvements. They had the old-time Sellers non-lifting injector and two pumps. One thing that took the eye of the firemen was the cylinder oil cups which were in the cab, so you did not have to go out on the running board to oil the valves.

I stayed on that division until June, 1870, when I was sent to the Western division, now a part of the Texas & Pacific, and was promoted to engineer in September, 1874, and stayed there until November, 1876, when I quit because they wanted to cut my pay from \$4 per day to \$100 per month, and I went to what is now the Illinois Central and stayed there a few months, going back to the old road at the same pay I was getting on the Illinois Central—\$110 a month. I stayed there about a year when I quit and went on the west end of the road. My time was short there as the superintendent wanted engineers to do both running and firing, so I went back on the Mobile & Ohio and was there when the yellow fever of 1878 broke up our Division. Our members then scattered all over the country. After all the scare was over I met with my first mishap, a rear-end collision, and got fired. I then went to Texas, but the roads there were in bad shape and nothing doing, so I came back and went on the west end again until Mr. Tilton sent me to the Thibodaux branch of the M. L. & T. R. R., and from there to the Houma branch. I stayed two years on the Morgan line when I went to the Texas & Pacific, where I stayed five years.

I have run on nearly all the railroads out of New Orleans, and am now in the United States Immigration Service, where I have been for the last 12 years.

I was the first Chief elected in Div. 193, which office I held for some years, and when Div. 426 was organized I was again elected Chief. I also received the charter for Div. 281. I was Chief of Div. 193 when the first contract was made with the Missouri Pacific, and objected to the overtime clause, which I considered cut our pay and of which the officials took advantage. I voted against the ratification of the contract and if the members had taken my advice there would not be so much trouble now, as I see there is a big demand for the eight-hour day.

Fraternally yours,

CHARLES REANEY.

After a musical entertainment, both vocal and instrumental, in which daughters of the members took part, the pre-

sentation of the badge of honor to Brother Reaney was made by Bro. F. E. Wood, who added interest to the occasion by some very fitting remarks.

There was an address by Brother Senator W. T. Christy in which he praised Brother Reaney for his loyalty, holding him up as an example for all members of the B. of L. E.

Brother Reaney was also presented with a cake by Mrs. J. M. Judlin, sister of Chief Engineer Hannen, on the top of which in the icing was set an emblem of the B. of L. E., also dates showing the number of years the veteran was a member of the Order.

Next on the program was the grand march to the court yard, where refreshments were served and fine music rendered by a band composed of employees of the Public Belt Railroad. After the luncheon the young folks indulged in dancing until near the midnight hour.

The occasion was an enjoyable one and all joined in expressing the hope that Brother Reaney would live long to enjoy the credit of being entitled to wear the B. of L. E. badge of honor.

Fraternally yours,

J. J. HANNEN, C. E.

R. E. OWENS, S.-T.

### Railroad Men's Home

HIGHLAND PARK, ILL., Aug. 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month of July, 1916:

#### SUMMARY.

Grand Lodge, B. of R. T. ....	\$3686 80
Grand Lodge B. of L. F. & E. ....	2128 66
Grand Division, B. of L. E. ....	76 40
Grand Division, O. R. C. ....	55 00
B. of R. T. Lodges. ....	41 00
Annual donation of 10 cents per member..	
from Lodge 136, B. of R. T. ....	68 40
Dividend on Hamilton Carhartt stock. ....	14 00
James Costello, Div. 270, O. R. C. ....	1 00
Alfred Lunt, Div. 877, B. of R. T. ....	1 00
C. S. McKay, Div. 119, B. of L. E. ....	1 00

\$6073 26

#### MISCELLANEOUS.

Five dozen Mexican hats from the Convention Committee of the Brotherhood of Railroad Trainmen of San Antonio, Tex.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas.,

Digitized by Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### September Days

BY GEORGE COOPER

Oh, soft and dreamy is the topaz air  
Above the fields and uplands far away;  
And there are faintest whispers everywhere  
That tell us of the joys that fade away;  
The cricket's chirp beneath the shriveled vine  
That tangled lies along the wayside wall  
Falls like a vague regret; a silver line,  
The brook with softer murmur seems to call,  
In these September days.

Oh, is it fancy that the birds' sweet trill  
Breathes out the accents of a sad farewell?  
Or that the flowers on hazy vale and hill  
Seem to the eye their loneliness to tell?  
The thistle's downy snow floats dreamily,  
The locust wakes the silence of the noon,  
And chatters loud and louder from the tree,  
Whose leaves soon muffle up its dwindling tune,  
In these September days.

The grain—a golden sea—sweeps to its shore,  
The woods, as yet unclad in purple pride,  
Yes, leaf and flower say summer's reign is o'er,  
And murmurs speak it from the uplands wide.  
So, in the heart, a whisper of farewell,  
A nameless sadness lingers, tho' we know  
That joys as fair the heart again shall tell,  
That skies of spring again shall softly glow,  
Past these September days!

### Mastered a New Business After Sixty

Sometimes as you nibble at a ripe olive over snow-white linen and shining silver you may recall some vague tale of the wonderful development of the olive industry in California. But the chances are that you have never heard the true story of that development—how that infant industry owes its present greatness largely to the untiring efforts of a woman who had a vision when she was nearly sixty years old.

Mrs. Freda Ehmann, daughter of a clergyman and wife of a physician, was left a widow in 1892. After selling the old family residence in Quincy, Illinois, she came to California to make her home with her married children—a son and a daughter.

She invested her savings in eighteen hundred acres of land that her son was buying; but financial difficulties followed, through the business failure of the son's partner, and mother and son had a long, bitter struggle with debt. A few years later, the son deeded to his mother 20 acres of land near Marysville, which had on it a young olive orchard. These trees did not come into bearing for two years, when a fair-sized crop was produced. For want of market demands this crop rotted on the ground. The following year, through the caretaker, they learned that the orchard would produce an enormous crop, and the son remarked to his mother: "Why don't you pickle the olives from your ranch?"

"Pickle olives!" she exclaimed. "How can I pickle olives? Why, I have never seen an olive fresh from the tree."

But the remark made Mrs. Ehmann wonder if by this means she could not market the crop and help reduce the debt. She spent a wakeful night, and in the morning took a car for Berkeley, calling on Professor Hilgard of the Agricultural College of the University of California. She had a long talk with him, and he gave her a recipe for pickling ripe olives.

Her daughter and son-in-law in Oakland agreed to let her use the back porch for the pickling plant. The son-in-law was skeptical as to the success of

her plan, and remarked to his wife: "It's only a whim. Mother will soon tire of it."

She cut some wine casks in two and set them in a row on the back porch. Meanwhile the olives were sent her from Marysville, and she faithfully went to work. She carried gallons and gallons of water from the kitchen or garden faucets, and from 5 o'clock in the morning until late at night she was caring for and watching the changes in the olives.

When the process was completed, she felt she had failed, as the olives were mottled and of different shades of green, brown and purplish-black. She urged her daughter to show them to Professor Hilgard.

"Your mother is quite an adept at pickling olives, isn't she?" remarked the professor. "They are the best that I have ever seen."

This was encouraging to Mrs. Ehmann; but she was still dissatisfied. With a jar under her arm she went to the leading Oakland grocer and asked to see his best brand of ripe olives. They, too, were mottled and of many colors, so she unwrapped her jar. The grocer pronounced them better than any he had in stock, and bought the entire pickling of 250 gallons. This sale more than paid the expenses of the experiment, and the freight on the rest of the crop, which was sent Mrs. Ehmann from Marysville.

Through all that winter, Mrs. Ehmann spent her time watching and experimenting on the olives in her factory on the back porch, in an endeavor to preserve the natural color, to retain a high percentage of oil, delicacy of flavor, and to insure a more permanent keeping quality—the greatest problem with the ripe olive.

At the end of the season she took her samples and went to New York. Dealers there hesitated to place orders; but in Philadelphia she was much more successful, and returned to California with contracts for from 10,000 to 15,000 gallons of ripe olives.

"I came back home," said Mrs. Ehmann, "and asked my son where we could get the crop of another orchard, besides our own. He knew of another

one at Oroville, a good producer, with a pickling plant and 27 Chinamen. We contracted for the crop, leased the plant, and went out and took charge of the place, filled my contracts, and, before the season was over had reorders for more than I could supply. Then competitors began to come and thank me for having created an unheard-of demand, since they profited by the demand I could not supply."

Today Mrs. Ehmann, 75 years old, is the head of her own company in Oroville, and the magnificent factory she dreamed of during the experimental days was built in 1911, after the plans suggested by her.

Her interest in the pickling of olives has not lessened, and all through the season, which begins in early November and lasts until May, she is in the great pickling room of the factory personally superintending the work—going from vat to vat, dipping and testing, splashing about in overshoes on a wet floor that makes visitors shiver and women invariably ask:

"How do you stand it?"

"They don't know," says Mrs. Ehmann, "that I'd rather be here than any place else in the world. It's something I have created, and no one else can care for these olives as I do. They are like a child to me."

Thus a woman, when long past middle age, created an industry that is growing more rapidly than the olive orchards that supply it. It requires from five to seven years for trees to come into bearing, and many farmers cannot afford to wait that length of time for results. But once the trees bear, they continue to do so until time immemorial, as some olives pickled at the Ehmann factory grew on trees planted by the Mission Fathers nearly a century and a half ago.

MINNIE L. CHURCH.

...

### The American High School

The High School in America has become a unique institution. It is such an institution as the world has never seen previous to the present century. The dominant feature of the modern High School partakes both of the academic and

university characteristics. To these characteristics in recent years has been added a new element which looks toward the vocational side of life. A High School education has ceased to be a mere preparation for the pursuit in college of academic subjects.

It is this and more. It recognizes the diversified character of American life, and seeks to make the youth intelligent in the matter of his own life and his work.

The High School is democratic. While it is true that less than 80 per cent of public school pupils finishing the grades enter the High School to complete its work, it is also true that this 30 per cent is very cosmopolitan in its character.

The only aristocracy which the American High School recognizes is the aristocracy of talent and personal worth. Its students are measured by what they are in intellectual attainment and moral character. In it, snobbery has no place whatever. What one is and what one can do determines his place in the organization of the modern High School.

And because the High School is a democratic institution it is an institution peculiarly essential to American life.

The integrity of our Government and our society rests finally upon the individual worth of our citizens. In this time of national tumult and social unrest it is eminently necessary that our people shall be men and women who are awake to our social needs and are sensitive to the rights and well-being of their fellows. It is the task of the American Public School to train its pupils so that they shall be able to comprehend our social and political needs. It is also the task of the American school to develop a type of manhood and womanhood which shall address itself intelligently to the solution of the problems of our day. Young men and young women must be trained to that comprehension of the social and industrial organism which shall enable them to be leaders in the work of their generation.

The High School trains for work. Its supreme emphasis is upon the fact of work and worth.

These go together. At present very

few High Schools are in a position to send forth their graduates as skilled workers in the various trades. The time will come when much more of this work will be done than is being done at present. However, the time will never come when the sole purpose of the High School will be to fit young men and young women for the material side of life alone. Such a High School as that would fail in many of the best features of a High School education.

To the work which our High School is now doing, in time will be added training in the direction of certain trades and vocations. This feature of High School work will be instituted more in the interest of the 70 per cent not at present in the High School than in the interest of those now enrolled. While the material development of our country will continue to demand skilled workmen, it will also demand in the highest degree intelligent and morally upright citizens. No generation was ever secure whose people were lacking in these essential qualities.

The High School trains for intelligent living. This embraces both the material and the spiritual. Because this fact is being recognized, our courses of study are looking in both directions. They are practical and cultural. In all life the material and spiritual are so closely related that any form of education which fits for life must recognize these qualities. In the past emphasis has been largely on the spiritual side as represented in the cultural subjects of education. Today the pendulum has swung in the other direction. We need to beware lest in our emphasis upon the material we shall lose sight of the spiritual. Man is at his best when his material wants are adequately met. He is never at his best when surfeited in his material needs nor when impoverished by reason of material needs. The education of today is seeking to give adequate satisfaction to man's material needs, and at the same time to give proper development and stimulus to his spiritual wants.

To be efficient a people must be strong as individuals, but they must also have learned the great secret of co-operation. Herein is the future security of our people.

ple. Efficiency and co-operation. In so far as the High School trains the youth in these two characteristics it will contribute powerfully to the integrity and future happiness of our people.

To the task, therefore, of fitting the youth of today for such a degree of efficiency and co-operation as are essential to national well-being, and to the task of training our youth for an intelligent discharge of their duty to themselves, their fellows, and their generation, the High School today stands committed.

B. F. STANTON.

### The Country Girl

In recent years the problem of keeping the boy on the farm has been thought serious enough to arouse considerable discussion. The farmer has been told that he ought to provide the most modern agricultural machinery in order to obviate the hand labor of farming and keep the boys interested; that he should send his boys to a good school of scientific agriculture; that he should set aside a certain portion of the farm for the boy and permit him to keep the profit from his operation; and he has been told many other things, in all of which the importance of the boy to the farm was emphasized and plans suggested to make his lot a little easier and more promising. The county agent has interested himself in the problem by organizing boys' corn-growing and other agricultural contests.

But how about keeping the girl on the farm? The girl does not ordinarily do the heavy field work, but her services in homekeeping, cooking and mending, as well as in butter-making, milking, caring for garden and chickens, which tasks usually fall to her lot, are surely valuable enough to warrant the greatest consideration. And yet, discussion of the problem of keeping the girl on the farm is infrequent. Consequently, the speaker who addressed the Bethany Park assembly on the career of the farm girl can lay some claim to originality. There was nothing eulogistic about the address, however. The speaker merely outlined the characterization of the perfect country girl and the ideals to which she should aspire.

"The farm girl," said the speaker, "will not hear the music from famed orchestras and artists, but from God's choirs—the birds, the bees and the wind. She may not see the masterpieces of art or sculpture, but in the dawn of the day and the colors of the sunset and the blue of the sky she will discern glories the most clever artist can never depict on canvas." All of which is true, but in these days of traction cars there seems no reason why she should not enjoy the music and art as well as the beauties of nature and, in addition, she might receive other things to lighten her burden, such as an electric butter churner, a fireless cooker and a few days off each month for attending clubs, or other recreation. At all events, her brother should not be permitted to monopolize public attention to her exclusion.—*Indianapolis News*.

### Do You Know?

Do ships have eyes when they go to sea?  
Are there springs on an ocean bed?  
Does Jolly Tar flow from a tree?  
Can a river lose its head?

Are fishes crazy when they go in Seine?  
Can an old hen sing her lay?  
Can you bring relief to a window pane (pain)?  
Or mend the break of day?

What kind of vegetable is a policeman's beat  
(beet)?

Is a newspaper white when its red (read)?  
Is a baker broke when he is making dough?  
Is the undertaker's business dead?

Would a wall paper store make a good hotel  
Because of the hangers there?  
Would you paint a rabbit on a bald man's head  
Just to give him a little hare (hair)?

If you ate a square meal would the corners hurt?  
Can you dig with the ace of spades?  
Would you throw a lemon to a drowning man  
Just to give him a little aid (ade)?

—Exchange.

### Another Woman's View

In the July issue of the JOURNAL I see the article entitled, "Should a woman work outside of the home?"

I say "No." Any married woman has enough to do to take care of her home, her husband and children, if she has any.

If a woman is so anxious to work outside of a home why does she not remain single? Why marry and then shirk home duties to take the place of some single



woman who has to work to support herself? How would they like it if some married woman were to take the position of their husband or son just because they could afford to do the work for less money?

I read recently of a woman who has a position of running an engine with an eighty horsepower boiler and wears overalls while at work. In my estimation this is not the kind of work a woman should do, and it is the cause of men losing respect for them. Men must live and provide for their families, and women should not accept positions usually held by men and work for less pay. On the other hand a man has very little principle that will allow his wife to go out to work; home is her place and she should consider it her duty to make it bright and pleasant.

MRS. G. MATSON.

#### A Trip to New York

Sister W. B. Combs, of Div. 414, Chicago, Ill., and Sister P. A. Thomas, of Div. 370, Middleport, O., while in New York City with their husbands, who were General Chairmen for the B. of L. E., in the joint concerted eight-hour day wage movement, had the pleasure of attending Vanderbilt Div. 264 and spent a very pleasant afternoon.

That led to more pleasure, that of spending the day with Brother and Sister F. H. Miles, at their hospitable home in Tarrytown, N. Y. After auto rides, sight-seeing, and a sumptuous luncheon (such as only Sister Miles knows how to prepare), the Sisters returned to the city, putting this day down in the book of memory as one of the most pleasant they ever spent.

ANONYMOUS.

#### Twenty-fourth Anniversary

Vesta Div. 142, of Derry, Pa., celebrated its twenty-fourth anniversary on July 13, at the beautiful home of Brother and Sister R. M. Bridge.

We had planned on having a lawn fancy work party, but owing to a heavy rain we had a porch party instead.

The spirits of the Sisters were not dampened by the downpour and a very enjoyable afternoon was spent. Fifty

were present and at 6 o'clock an elaborate dinner was served by the Sisters.

A number of the Brothers were our guests and we were pleased to have them with us. Later in the evening a program was given by the young people, consisting of instrumental and vocal music and readings, after which a unanimous vote of thanks was given to our host and hostess for the use of their lovely home, and we departed feeling that it was good to have been there.

Drv. 142.

#### Twenty-Fifth Anniversary

Division 35, Green Bay, Wis., observed the 25th anniversary of their organization on June 28. This being our regular meeting day, we decorated the hall for the occasion with roses and carnations, and when Sister Deguire called the meeting to order at 3 o'clock it was gratifying to see so many members present. It was a pleasure to have with us Sisters Redline and Johnson, of Channing, Mich. We had planned on giving a private card party, after holding a short business meeting, but the majority believed in preparedness and all agreed to practice floor work instead, which we did, with few mistakes.

Sister Nichols gave a short talk on the success of the Division. It was organized with ten charter members, only two of whom are now with us. Sister Baker, our Chaplain, is one of the two, and was with us upon this happy occasion. She has held almost every office from Past-President down, so we considered her our honored guest. The President, Sister Deguire, presented her with a large bunch of carnations on behalf of the Division.

At 5 o'clock, Sister Bush, chairman of the social committee, invited all to the banquet hall, where a sumptuous dinner was served to the members and their husbands. After all had found their places at the table with the aid of pretty place cards, Sister Cook offered prayer before the guests were seated.

Toasts were responded to by Brothers Constance and Graves, of Div. 297. Brother Deguire, who is noted for the art of good story-telling, and who is always willing, helped us entertain with his never-ending supply.

We fully enjoyed our 25th anniversary,  
and will look forward to continued suc-  
cess. PRESIDENT DIV. 35.

### Tennessee State Meeting

In the aftermath of the third State union meeting of the G. I. A. held in Memphis on June 28, I am sure that many who were present are living over again the stirring experiences of that helpful and most enjoyable occasion. Especially were we pleased with the choice of headquarters, where all could be at the right place and at the right time. As one of the visiting Sisters I bear testimony to the good things, both ritualistic and special features of entertainment, prepared so abundantly for those who availed themselves of the opportunity to be present. Among the Brothers who came to welcome us was Brother Hiner, renewing old acquaintances and making new ones.

The whole atmosphere of the meeting was a thrill with unitedness of purpose, and friendship and harmony prevailed.

The Tennessee State meetings are just in the third year, and as we beheld the spirit of willing service, we felt that it was good to be there to catch the inspiration of a gathering such as this. There were representatives from eight States, and it is with pleasure that we now look back at the experience of meeting them. This article is the spontaneous tribute of one who was privileged to be present.

MRS. J. W. CALDWELL.

### Before and After

His trousers always bore a crease,  
His ties were new and gay;  
His nails were always manicured,  
He shaved his face each day.  
He never chewed nor smoked nor drank,  
He daily washed his teeth;  
He was the nicest youth in town,  
He well deserved a wreath—  
Before he wed.

She played her grand piano with  
Consummate skill and grace;  
And when she sang, and when she danced  
She won the highest place.  
Her dress—it was a thing of dreams!  
And oh!—her repartee!  
No other maid in all the town  
Was quite as fine as she—  
Before she wed.

She now prefers a phonograph;  
He smokes a corn-cob pipe;  
She never sings, her dress is fierce;  
His beard is always ripe.  
He now cares naught about his clothes;  
Her voice is harsh and strange;  
And everyone who knows the twain  
Remarks: "My!— what a change  
Since they were wed!"  
—The Cleveland Leader.

### Union Picnic

The first union picnic of the five brotherhoods was held at Rolling Green Park, Sunbury, Pa., on Saturday, July 29.

It was a grand success, and over 6,000 people were served with meals.

At noon close to 3,000 had dinner and each car arriving brought crowds from all over the State. The committee of 60 men and the women of the different Auxiliaries were kept busy handling the crowds, but the day passed without a single accident.

Great credit is due the chairman of the general committee for his carefully made arrangements. Nothing was left undone to make every one feel comfortable and at home. The most important athletic event was the catching of a greased pig.

The pig refused to be caught on the relay, but with another trial, the same man who was disputed satisfied the doubt by bringing the pig home.

Grand Officers from Philadelphia, Pittsburgh, Buffalo and Cleveland graced the occasion, having arrived in anticipation of the fifth Sunday meeting. These officers were called upon for remarks, and all spoke of the hospitality of the railroad men here.

Dancing was enjoyed during the afternoon and evening. Music was furnished by an orchestra, and the Orphanage band played in the grove all day. Tired but happy we all started for the cars and home sweet home. BEE.

### Appreciation

As a visitor at the circuit meeting held by Div. 215, in July, I was greatly impressed by the beautiful work done upon this occasion. The President, Sister Bansch, deserved praise for the order maintained, and the musician for the splendid marches she played, but the one

deserving especial mention was the Guide, Sister Klothé. Her work was done in such a dignified and splendid manner that congratulations poured in from all sides.

I think it is due the members and officers of Div. 215 that they should know that their work was so much enjoyed that a visitor asked to have it published in the JOURNAL.

Such Sisters as this Guide make good Organizers and Inspectors. We hope to see this Guide of Div. 215 climb the ladder of success, and after she has filled the highest office in her Division, may we some day greet her as an Organizer and Inspector.

#### A SISTER OF THE CIRCUIT.

##### Women's Activities

Yucatan now has a women's club.

Paris opened its universities to women in 1868.

Many Canadian farms are being worked by women.

There are 9,000,000 unmarried women in the United States.

France now has more than a million more women and girls than men and boys.

Over 15,000 women a month are being enlisted in the munition factories of England.

Japanese drama was founded by a woman, a priestess of the temple of Kitzuka.

Women are admitted to the universities of Russia and Sweden on an equal footing with the men.

The first Young Women's Christian Association is said to have been formed in England in 1884.

Twenty-one per cent of the working population of the United States is composed of women.

The suffragists and anti-suffragists now work side by side in England in the interest of the country.

Two-thirds of the women employed in the silk industry in Pennsylvania are paid less than \$6 per week.

Social women in England have established a school where they are taught to do their own housework.

A woman traveling in Brazil sent cutting to the United States from which the orange growing industry was developed.

In the state hospitals and health departments in Russia the women have the same chance as the men in the appointment of positions.

The leading women of France, headed by suffragists, society women and writers, have embarked on an energetic anti-alcoholic campaign.

Two women doctors from the Shanghai, China, hospital are now in this country studying hospital methods as practiced in the United States.

Women in Massachusetts have an eight-hour day in a few trades only—typographical, telephone, bindery, compositors and cigar strippers.

The first daily newspaper in the world is said to have been established and edited by a woman in London. It was called the Daily Courant, edited by Elizabeth Malet.

The sacred precincts of the fashionable restaurants of England, where formerly none but French and German waiters were allowed to work, are now being invaded by women.

#### Rise in Oats

A small boy appeared at the back door of a neighbor's house in Hunting Park avenue a day or two ago, and said to the matron who opened the door:

"Good morning."

"Good morning," the housewife returned, somewhat curiously.

"I came over to tell you something."

"Well, what is it?"

"Last evening my papa was angry because the water boiled out of the steamer under the rolled oats."

"Is that so?"

"Yes. And then he made up his mind to fix the steamer so that it couldn't happen again."

"What did he do?"

"He put some water in the steamer and then soldered it all up."

"Is that what you came over to tell me?"

"Yes, and to borrow your step ladder."

"What do you want with the step ladder?"

"I want it so father can scrape all the rolled oats off the ceiling this morning."  
—*Philadelphia Ledger*.

### Prepared

"Preparedness is a fad with her."

"That so?"

"Yes; she even sets the breakfast table the night before."—*Detroit Free Press*.

### The Backbone

The teacher of a class of small children recently gave a physiology lesson on the bones of the body. The time to ask questions had come.

"Who will tell me what the backbone is?"

The question was a poser, and no one ventured to reply.

Finally the teacher detected a gleam of hope in Sammy's face and smiled encouragingly at him.

"Well, Sammy?"

"The backbone is a long, straight bone. Your head sits on one end and you sit on the other," answered Sammy.—*Harper's Magazine*.

### Not the Reply He Expected

"Lady, could you help me? I'm one of them Belgian refugees."

"Land's sakes," said the kind old lady, "until I saw you I had no idea there was any justification for Germany's treatment of those people."—*Detroit Free Press*.

### An Open Question

Sportsman—Is it worth my time to shoot in this neighborhood?

Native—Well, the shootin' ain't wuth shucks, but then I don't know what your time is wuth.—*Boston Transcript*.

### A Bit Slow

"How are the incubators getting along?" asked a friend of his neighbor who had recently bought some.

"Why, all right I suppose; but although I have had them for two weeks now, not one of the four has laid an egg yet."—*Ladies' Home Journal*.

### Notices

A union meeting of the Eastern Circuit will be held under the auspices of Good Hope Div. 374, G. I. A., in Frantz hall, 3d and Hamilton sts., Harrisburg, Pa., on Thursday, September 28, 1916.

A most cordial invitation is extended to all members of the G. I. A. Meeting to open at 1 p. m. sharp.

The semi-annual State meeting of Indiana will be entertained in Indianapolis, Thursday, October 5. All G. I. A. members are most cordially invited to come and meet with us.

MRS. F. SIMMS, Pres.,  
MRS. B. B. IDE, Sec.

### Division News

DIVISION 308, Columbia, S. C., invited the O. R. C. ladies to their hall after a regular meeting to get acquainted. Quite a number came and we spent a most enjoyable evening together.

After a fine musical program, refreshments were served, and all seemed to enjoy the get-together meeting.

Perhaps some of our Sister Divisions would be interested in knowing a little of our work during the past year.

We have helped our Sisters in distress in every way possible, but we have not confined ourselves to our circle, but have tried to extend a helping hand to other charitable work whenever possible. We have given and furnished a bed at the tubercular camp near here, and have also made donations to the "Rescue Orphanage" and the Associated Charities of this city. We are working together in a congenial way for the uplift of our own circle, but also broadening out and trying in a small way to relieve a little of the distress we can always find around us.

COR. SEC.

DIVISION 319, Greenville, Pa., took a trip to Keepville on Aug. 2nd for a picnic. Just a dozen of us left on the morning train, and upon our arrival at Keepville the hostess of the occasion, Sister Reeves, had a fine chicken dinner ready for us, for well she knew what a hungry bunch we would be.

After dinner we enjoyed an auto ride

of thirty miles to Egley Beach, on Lake Erie. Sister Reeves and Sister Patterson, of Albion, both have autos, and are fine drivers.

Both cars had blowouts and we were proud of the fact that our Sister drivers were able to put in new inner tubes without the aid of a man. The only one who passed seemed to be in a hurry and said he was on his way to Buffalo; a young lady was with him and we were mean enough to hope that they would get there without having more than 400 blowouts. After fixing the cars we had just one hour to get back to Keepville, have supper and get the evening train home. We accomplished this and now look back upon our outing as one of the very best we ever had.

SISTERS OF DIV. 319.

THE members of Div. 186, Mobile, Ala., are always thinking of something to do to show their appreciation of each other. On June 19 the Sisters with their husbands and children surprised Brother and Sister Wilson upon the occasion of their fifteenth wedding anniversary. Sister Wilson is our President.

Mrs. H. M. Minto, wife of H. M. Minto, master mechanic of the L. and N. shops, was let in on our secret, and was to keep Brother and Sister Wilson home that evening. At eight o'clock thirty of us walked in and we were delighted to find that we had been able to keep one secret from our President.

Sister Ash was chosen to present Brother and Sister Wilson with a beautiful cut-glass vase full of Killarney roses.

This was done in behalf of the Division. Sister Wilson was so taken by surprise that she could not voice her thanks, but the tears in her eyes were evidence of her appreciation for the love shown for herself and husband.

A musical program had been prepared by Sister Airey, which added much pleasure to the evening. Among those on the program were the talented son of Brother and Sister Cotlin, who gave several selections on the violin, and readings were given by little Susie Bell Smith. After the program refreshments were served, and toasts were given by Brothers Bolling, Smith, Combell, Cotlin and Allen, after

which all joined in singing "Silver Threads Among the Gold." Before taking our departure we wished the Wilsons many happy returns of the day. Div. 186.

DIVISION 250, B. of L. E., Sunbury, Pa., held an enjoyable social in their hall recently, assisted by Sisters of Div. 42. It was a complete success; having sold tickets we were enabled to add a very helpful sum to the silver anniversary fund.

The hall was crowded, and when the gavel was used to restore order for a few minutes, Bro. Wm. Parks, in a short speech, presented Bro. Reuben Krohn with a handsome library table and rocker to match. The gift was in honor of his 65th birthday, and also because of his retirement from active service.

Brother Krohn thanked the members in his own gracious style. BEE.

DIVISION 21, Atlanta, Ga., sends greetings from the land of peaches and watermelons. We expect to entertain Dixie Division soon and think it will be in the nature of a watermelon party.

Georgia folk do love the juicy watermelon, you know. Our Division now meets in Redmen's Wigwam, where we have a well furnished commodious hall and the use of a large banquet hall, so we have many good spreads, making it a point to entertain whenever we have initiation. We find the most successful way to make money to replenish our treasury is in holding rummage sales. Usually there are things of good value donated that people are glad to get for the small sum asked for them. When our members respond freely by sending in rummage the many small sums taken in amount to considerable, and consequently Div. 21 profits thereby. Another way we have taken to make money, by way of a change, is in selling chances on various gifts or purchases of the Division. And then there is the endless getting of names on quilt squares. Bro. Yarbray recently presented the Division with a beautiful cake iced in pink roses and delicate white and green leaves; this netted us \$8. So you see we are always on the lookout for ways and means.

Sitting where I see the clumps of blos-

soms of the crimson myrtle, I might write on and on of flowers and birds, but this was to tell mostly of just "us folks" of 21. COR. SEC.

NEW YORK CITY DIV. 234 held a very enjoyable affair at the home of Sister Messler in Yonkers during the mid-summer.

The outing was held for a twofold purpose, that of pleasure and profit, and was in the form of a dinner. Tables were set on the spacious porch, which was decorated in red, white and blue, flags being used extensively. Much credit is due the son and daughter of Sister Messler who helped to make the occasion so delightful.

Favors for each guest were red, white and blue baskets filled with candy. A silver collection was taken which netted a neat sum for one of our needy Sisters.

Music was furnished with the violin and piano by Messrs. O'Neal and Faulkner. This feature of the occasion was much appreciated. The day was thoroughly enjoyed by all, and before taking our departure we joined in voting Sister Messler an excellent hostess. M. H.

GATE CITY DIVISION, of Glendive, Mont., has been very active during the summer. In June we had the annual picnic at Crane, on the Sidney Branch. A special train was provided by our division superintendent, T. H. Lantry. The enginemen and train crew donated their services, and at 10 a. m. we pulled out of the depot. It was an ideal day for a picnic and was spent in the usual way, with races of all kinds and baseball.

A large crowd was in attendance and all expressed themselves as having had a splendid time.

On July 27, eleven of our members went to Dickinson to be present at the inspection of Div. 394. They were accompanied home by Sister H. M. Stetler, of Chicago, Organizer and Inspector, who inspected our Division. We considered her an honored guest, and at noon a seven-course luncheon was served at the Hotel Jordon, covers being laid for 19.

When the members came back to the hall they found some of the Brothers there with a photographer, who proceeded to take our pictures.

On the evening of August 1 the Division perpetrated a surprise on Sister C. B. Young, who has been our Secretary for a number of years and who is leaving the city to make her home elsewhere.

After refreshments were served, the President, Sister C. M. Steele, in behalf of the officers and members, presented Sister Young with a fountain pen in appreciation of her work.

COR. SEC. DIV. 505.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Sept. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Aug. 31, 1916.

#### SERIES A

##### ASSESSMENT No. 205A

Macon, Ga., July 17, 1916, of cirrhosis of liver and Bright's disease, Sister Joannah R. Holmes, of Div. 375, aged 50 years. Carried two certificates, dated July, 1906, payable to Frank F. Holmes, husband.

##### ASSESSMENT No. 206A

Conemaugh, Pa., July 19, 1916, of cancer, Sister Joseph Gates, of Div. 89, aged 50 years. Carried one certificate, dated Feb., 1896, payable to Mrs. J. W. Snyder, daughter.

##### ASSESSMENT No. 207A

Waterloo, Ia., July 30, 1916, of gallstones, Sister Grace E. Thomas, of Div. 190, aged 37 years. Carried two certificates, dated July, 1909, payable to Solon E. Thomas, husband, Robert L. and Loren E. Thomas, sons.

##### ASSESSMENT No. 208A

Mason City, Ia., July 21, 1916, of pernicious anemia, Sister Michael Fitzpatrick, of Div. 466, aged 55 years. Carried one certificate, dated Sept., 1909, payable to Michael Fitzpatrick, husband.

##### ASSESSMENT No. 209A

Rutland, Vt., July 25, 1916, of hemiplegia, Sister Rose Downs, of Div. 119, aged 57 years. Carried two certificates, dated March, 1896, payable to Hattie B. Mattern, daughter.

##### ASSESSMENT No. 210A

Louisville, Ky., July 29, 1916, of cancer, Sister M. J. Carroll, of Div. 258, aged 49 years. Carried two certificates, dated Aug., 1896, payable to Martin J. Carroll, husband.

Members will pay their Insurance Secretaries on or before Sept. 30, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 168 and 169A, 11,497 in the first class, and 6,138 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Ragonnet Power Reverse Gear

BY T. F. LYONS

**Q.** What does Fig. 1 represent?

**A.** This is a cross-section view of the valve chamber and cylinder; also levers and rod that go to make up the Ragonnet power reverse gear.

**Q.** What is the purpose of this reverse gear?

**A.** The introduction of modern types of heavy locomotives, with their large and heavy valves, and somewhat heavier valve gear made necessary to provide some means for the prompt reversing of the engine; and this is brought about by the mechanism here shown, using either steam or compressed air as a power, preferably the latter.

**Q.** Name the different parts of the reverse gear.

**A.** Referring to Fig. 1 the names of the parts are as follows:

1. Cylinder.
2. Cylinder support.
3. Cylinder head, front.
4. Cylinder head, back.
5. Cylinder gland.
6. Valve chest.
7. Valve chest cap.
8. Valve chest gland.
9. Valve.
10. Valve stem.
11. Piston.
12. Piston rod.
13. Crosshead.
14. Crosshead plate.
15. Crosshead gibs.
16. Crosshead guide.
17. Reach rod connecting pin.
18. Floating lever.
19. Floating lever link.
20. Rocker.
21. Valve stem guide.
22. Safety stop set screw.
23. Connecting link.
24. Reverse lever.
25. Reverse lever quadrant.
26. Reverse lever bracket.
27. Connecting rod.
28. Air inlet.
29. Exhaust port.

**Q.** What is the duty of the slide valve 9?

**A.** This valve controls the flow of air to and from both ends of the cylinder.

**Q.** What controls the position of the valve?

**A.** The valve stem 10 is connected to

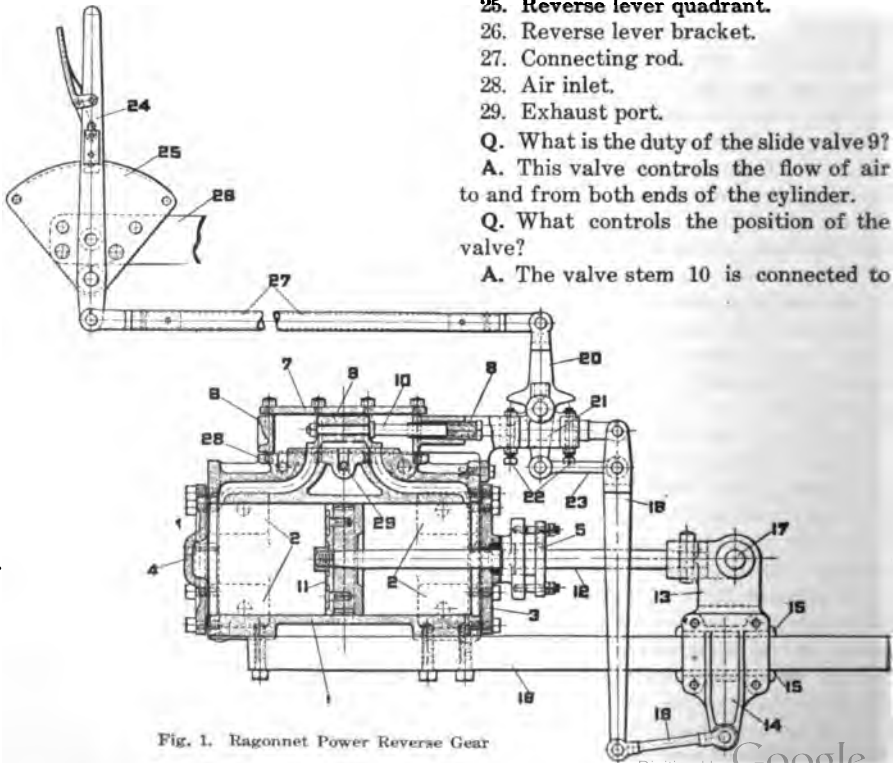


Fig. 1. Ragonnet Power Reverse Gear

the top end of the floating lever 18, therefore any movement of the upper end of this lever will cause a similar movement of the valve.

**Q.** How is the movement of the floating lever 18 controlled?

**A.** By the reverse lever 24 located in the cab, and by the crosshead 13, through the floating lever link 19.

**Q.** Assuming the reverse lever 24 in mid-position, and the slide valve 9 covering both ports, as shown in Fig. 1, what takes place when the reverse lever is moved to the most forward position in its quadrant 25?

**A.** The movement of the reverse lever to its most forward position in the quadrant, that is, to the right, will cause a backward movement, that is, to the left of the reverse lever connecting rod 27, which, being connected to the upper end of the rocker 20 will cause a similar movement of this end of the rocker. The rocker pivoting at its center, the lower arm will now move forward, and this arm being connected to the floating lever, by the connecting link 23, will cause a forward movement of the upper end of the floating lever, which, in turn, will cause a movement of the slide valve 9 to its position at the right.

**Q.** What takes place when valve 9 moves to its position at the right?

**A.** The valve moving to the right will open the port leading to the left-hand end of the cylinder, admitting air against piston 11; at the same time the right-hand end of the cylinder is connected with the exhaust port through the exhaust cavity in the slide valve. The piston now moves to the right, causing a movement of the crosshead 13 and the reach rod connection to the lifting arm, thus moving the link block to its proper position in the link for this position of the reverse lever.

The reach rod connection between the crosshead and lifting arm may be clearly seen in Fig. 2.

**Q.** What other movement of the parts takes place when the piston moves to the right?

**A.** The movement of the piston and crosshead to the right will also cause a movement of the lower end of the float-

ing lever in the same direction, and the lever pivoting about its intermediate or reverse lever connection 23 will cause the upper end of the floating lever to move to the left a distance sufficient to move the valve 9 back to mid-position, thus closing the port leading to the left-hand end of the cylinder.

**Q.** How is the point of cut-off changed?

**A.** By moving the reverse lever to any desired location in the quadrant.

**Q.** What takes place when the reverse lever is moved from its extreme forward position to any of the different notches toward the center?

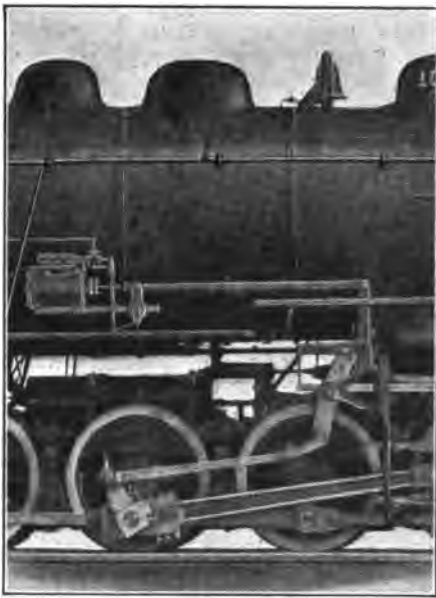


Fig. 2. Ragonnet Reverse Gear in Place

**A.** The "hooking-up" of the reverse lever will cause the valve 9 to move to the left, opening the port leading to the right-hand end of the cylinder, and at the same time connecting the left-hand of the cylinder with the exhaust port through the exhaust cavity of the valve.

Air entering the cylinder at the right of the piston will cause it to move toward the left, thus moving the link block toward the center of the link, thereby shortening the cut-off. Again, the movement of the piston and crosshead will cause a movement of the floating lever, which, in turn, will move valve 9 to mid or lap position, thus holding an equal air



pressure on both sides of the piston. From this it will be seen that when the lever is shifted to any desired location, the piston moves in the proper direction until the valve gear of the locomotive reaches a corresponding point, whereupon the valve is returned to central or lapped position.

**Q.** Is it necessary that the piston and piston rod packing be kept tight and free from leakage?

**A.** Yes; as where leakage exists past either piston or piston rod there will be a waste of air.

**Q.** What effect will leakage past the piston rod have on the point of cut-off?

**A.** If the reverse lever be in forward gear, there will be a tendency to lengthening the point of cut-off, as when the air pressure drops on the right side of the piston it will move to the right, causing the link block to be raised in the link. If the reverse lever be in the back gear, the cut-off will be shortened when the piston moves toward the right. In either case, the lengthening or shortening of the cut-off will be of short duration, as the movement of the piston will cause the slide valve to again open the port, restoring the pressure on that side of the piston.

**Q.** What will be the effect of leakage past the piston?

**A.** This will cause a sluggish movement of the piston when the point of cut-off is being changed or the engine reversed.

**Q.** With what type of valve gear is this reverse gear used?

**A.** This reverse gear may be used with any type of valve gear.

**Q.** What is the purpose of the safety stop set screws 22?

**A.** These set screws are for the purpose of limiting the throw of the reverse shaft arm in either direction, and require no adjustment after the gear is once properly applied.

#### EFFECT OF A LEAKY ROTARY VALVE

**Q.** Here is a very much discussed question that I would like to have answered through our JOURNAL. Will a leaky rotary valve cause the engine brake to release with the handle of the automatic brake valve in lap position, following an

automatic application? It is claimed by a number of our engineers that the brake will release, while others claim it will not. Will you please decide the question for us?

L. M. D.

**A.** You do not state the type of brake your engine is equipped with; therefore, we will assume first, that you have the G-6 equipment, and say, that if the leakage past the rotary valve be sufficient to raise the brake-pipe pressure an amount to cause the triple valves on the engine to move to release position, the brake will, of course, release. However, brake-pipe leakage on trains will generally be found greater than the leakage past the rotary valve, and where this condition exists, the engine brake will remain applied. Now, if your engine be equipped with either the E-T or L-T type of brake a leaky rotary valve will not cause a release of the locomotive brake, even though the leak be great enough to cause a release of the train brake. The reason for this is, that, while the rise of brake-pipe pressure, due to leakage past the rotary valve, will cause the equalizing piston and its slide valve to move to release position, the released pipe is closed by the rotary valve of the automatic brake valve, and the application cylinder pipe is closed by both brake valves. To release the engine brake, the automatic brake valve must be moved to running position. The release pipe is then connected by the rotary valve, of the automatic brake valve to the atmosphere, and the application chamber and cylinder is connected through the equalizing slide valve to the release pipe, thus allowing the air in the application chamber and cylinder to escape to the atmosphere, causing a release of the locomotive brake. It may, therefore, be stated, that while a leaky rotary valve may cause the locomotive brake to release with the G-6 equipment, it will not cause a release where either the E-T or L-T equipment is used.

#### DOUBLE CHECK VALVE LEAKING

**Q.** Will you please answer the following question: I am running an engine in switching service, equipped with the old G-6 style of brake, and here lately I have noticed that when the straight air brake

is applied there is a blow at the triple valve exhaust port, and when the straight air is released the blow stops; or, by making an automatic application while the straight air is set the blow will stop. Now what defect will cause this? Both automatic and straight air brakes work O. K. What kind of a report should I make to have this trouble corrected?

OLD RUNNER.

A. The blow at the triple valve exhaust port is due to leakage past the double-check valve. The reason for the blow stopping when the brake is released is, there being no air against the check valve at that time to leak by; and the blow stopping when an automatic application is made, is due to the triple valve moving from release position, closing its exhaust port. The report to make would be: "Examine double-check valve for leakage."

#### ENGINE BRAKE RELEASES IN RELEASE POSITION OF THE BRAKE VALVE

Q. Will you please explain the following defect of the E-T equipment: What will cause the engine brake to release when the handle of the automatic brake valve is moved to either release or holding position? I might say further that the brake will apply and remain applied, with the handle in lap, but will release promptly in release or holding position.

G. A. R.

A. It is, no doubt, understood, that the engine brake will remain applied as long as pressure remains in the application chamber and cylinder of the distributing valve, and will release whenever pressure leaves these chambers. Now the brake remaining applied in lap position would indicate that there be no leakage from these chambers in this position of the distributing valve. But, when the automatic brake valve is returned to either release or holding position, the brake pipe is recharged, causing the equalizing piston and its slide valve in the distributing valve to move to release position. In this position of the equalizing slide valve the application chamber and cylinder is connected to the distributing valve release pipe, which is the lower pipe at the left, and if there be leakage from this pipe the air in the application chamber and

cylinder will be free to escape to the atmosphere, thus causing the brake to release. It may, therefore, be said, that if the brake remains applied in lap position, but releases in release or holding position, it would indicate leakage in the distributing valve release pipe.

Where the engine brake releases in release or holding position, and it is desired to retain it, this may be done by placing the independent brake valve handle in quick application position.

#### BRAKES STICKING

Q. We are having considerable trouble with stuck brakes, and have been told that the reason for this is due to light brake applications.

Will you please explain why brakes are more apt to stick following a light application than where a heavy application is made.

A. R. B.

A. To secure a release of a brake it is necessary to increase the brake-pipe pressure above that in the auxiliary reservoir, this to move the triple piston and its slide valve to release position.

Where a light application is made it is more difficult to get this increase of pressure; consequently, there is a greater tendency for the brakes to stick. This may be better understood by saying that the pressure can be raised much quicker from 55 to 60 pounds than it can from 65 to 70 pounds, with the feed valve set at 70 pounds; and it is this prompt rise in pressure that insures a release of all brakes. Where it is found necessary, in completing a stop, to make a light application, after the stop is made, a still further reduction should be made before undertaking to release, and in this way overcome the possibility of stuck brakes. The condition of the triple valves has much to do with brakes sticking, as where the triple piston packing ring or its bushing is badly worn, air from the brake pipe will leak past the piston to the auxiliary reservoir, keeping the pressure equal on both sides of the piston, therefore failing to move it to release position.

#### EFFECT OF BRAKE-PIPE REDUCTION JUST BEFORE STOPPING

Q. We have recently received instructions that when braking a long freight

train, the brake valve handle should be moved to service position when the speed of the train has been reduced to three or four miles per hour. Will you kindly explain why this should be done?

YOUNG RUNNER.

A. The object of making a final brake-pipe reduction just before coming to a stop with a long freight train is to develop a higher braking power at the head end of the train than at the rear, thereby preventing the severe stretching of the train as the stop is being completed. This method of braking should be carried out particularly where the train is made up with empties behind loads.

#### SHORT CYCLE METHOD OF BRAKING

Q. In reading an air-brake article of recent date there were some expressions used which are not quite clear to me. One of them was "split reductions," another was "short cycle method of braking." Will you kindly explain what is meant by these terms?

J. M. B.

A. The expressions referred to are in common use in modern air brake literature, and their meaning is as follows: By the split reduction is meant that, when making a heavy application, instead of making one reduction, two or more reductions are made; in other words, the reduction for the application is "split up."

This may be better understood by making an example: Supposing it were desired to make a 20-pound reduction; instead of drawing off this amount in one reduction we might make our first reduction 8 pounds, second reduction 5 pounds, third reduction 7 pounds, or any other amount which will best suit the work we are doing. By the short cycle method of braking is meant that in descending grades the brake applications are made as close together as possible, or as conditions will permit. The short cycle method of braking is in general use in handling trains on heavy grades, and speaking generally, it means that the brakes should be applied every time the auxiliary reservoirs are recharged, and released as soon as the speed begins to reduce from the effect of the brake application.

#### RETARDED RELEASE

Q. Will you please explain through the air-brake department what is meant by retarded release?

S. L. M.

A. By retarded release is meant, that the brakes on some cars in the train are slower in releasing than on others; this retarded release feature is found in the K triple valve, which is the standard triple valve used on freight cars. The K triple valve has two release positions, *full release* and *retarded release*. To which position its parts will move when the train brakes are released, depends upon how the brake-pipe pressure is increased above the pressure in the auxiliary reservoir. It is, no doubt, understood that in the releasing of the brakes on a freight train, the brake-pipe pressure increases much more rapidly on the cars near the head end of the train than at the rear. This is due to two things: (1) the friction in the brake-pipe; (2) the fact that the auxiliary reservoirs on the forward portion of the train begin to recharge, thus tending to reduce the brake-pipe pressure and holding back the flow of air from the front to the rear of the train. It has been found that in a train of fifty cars or more it is impossible to raise the brake-pipe pressure three pounds higher than the auxiliary reservoir for more than thirty cars back in the train, even though the brake-valve handle be held in full release position. Now for the triple valve to be moved to retarded release position it is necessary that the brake-pipe pressure be increased three pounds above that in the auxiliary reservoir; therefore it will be understood that the retarded release may be obtained only on the first thirty cars in the train. When the triple valve moves to retarded release position, the exhaust port is partially closed, thus delaying the release of brake-cylinder pressure.

#### NEW YORK B-3 BRAKE VALVE

Q. Will you kindly explain through the JOURNAL what defect will cause the B-3 brake valve from automatically closing the brake-pipe exhaust port when the proper reduction of brake-pipe pressure is made?

I have made a careful examination of

all pipes leading to the brake valve and can find no leakage in any of these pipes.

S. L. M.

A. For the brake valve to fail to automatically close the brake-pipe exhaust port indicates leakage of air from chamber D and the supplementary reservoir, and if the leakage is not to the atmosphere, then it must be past the equalizing piston into the brake pipe, or it may be through the partition of the divided reservoir, which would mean that chamber D and supplementary reservoir air would be leaking into the accelerator reservoir.

#### WEAK OR BROKEN GRADUATING SPRING

Q. My engine is equipped with the G-6 type of brake and has a quick-action triple valve on the tank; a short time ago we had trouble with the brakes going into emergency when a service reduction was made and it was thought that the trouble was caused by the brake on the engine. The air-brake man in the roundhouse took the triple valve apart and all that he could find was a weak graduating spring. Will you kindly say if a weak or broken graduating spring will cause undesired emergency?

J. L. B.

A. The effect produced by a weak or broken graduating spring depends on the length of the train, or to be more correct, on the rate at which the brake-pipe pressure is being reduced. The duty of this spring is to prevent the parts of the triple valve from moving past service position during a service reduction of the brake-pipe pressure. If the spring be broken or is too weak to stop the parts in service position, and if the train be short, say six cars or less, the triple valve will move to emergency position, applying the brakes in quick action. However, with a long train, the graduating spring may be weak or broken; in fact, it may be removed and the brakes will not work quick action. The reason for this is as follows: When a service reduction is made the graduating valve opens a port in the slide valve, and when the slide valve moves so that the service port registers with the brake-cylinder port in the seat the auxiliary reservoir air begins to discharge to the brake cylinder. Now, whether the parts will remain

in service position, or move to emergency position, depends on whether the brake pipe or auxiliary reservoir pressure reduces the more quickly. With a short train, say six cars or less, the brake-pipe volume is comparatively small and its pressure can be reduced at the brake valve at a much quicker rate than the auxiliary reservoir pressure can be reduced to the brake cylinder through the service port, and as soon as a sufficient difference in pressure is formed the triple piston and slide valve will move to emergency position, causing undesired quick action. However, with a long train, where the brake-pipe volume is large, its pressure cannot be reduced through the exhaust port of the brake valve as fast as the auxiliary reservoir pressure can be reduced to the brake cylinder through the service port; therefore, the pressure on both sides of the triple piston will remain about the same, and a sufficient difference of pressure is not obtained to move the parts to emergency position. Where this defect is found in the triple valve on the engine undesired emergency is more apt to follow than if it were located on some car farther back in the train.

The reason for this is that this triple valve being so close to the brake valve the drop of brake-pipe pressure is much quicker than it is farther back in the train.

#### CROSS-COMPOUND PUMP RUNS SLOW

Q. We have a number of engines on our road that are equipped with the cross-compound pump, and while I understand that these pumps will not run as fast as the smaller pumps, yet I find the one on my engine runs much slower than the others do. Our engines are superheaters and carry 200 pounds of steam. Will you please say what will cause the slow action of this pump?

R. H. B.

A. There are several reasons for a cross-compound pump running slow, and may be enumerated as follows: 1. Leakage past the packing rings in the differential piston which will delay the movement of the main valve, thereby delaying the movement of the pump. 2. Obstruction in the steam exhaust passage in the

pump or in the exhaust pipe; this will set up a back pressure and thereby cause the pump to run slow. 3. Leakage past the final discharge valve; this will cause a higher pressure for the low-pressure air piston to work against, thus delaying the movement of the pump. 4. Leakage past the packing rings in the high-pressure air cylinder; this, too, will cause a higher pressure for the low-pressure air piston to work against. 5. Contracted air passages between the low and high-pressure air cylinders, or between the high-pressure air cylinder and main reservoir connection; in either case causing back pressure on the pump. One of the most common of the above causes is leakage past the final discharge valves, and this is often caused by excessive use of oil in the air cylinders; and as the valve oil used on engines with superheated steam is quite heavy, this may be the cause of your trouble, and would suggest that you have the pump laundered. To do this, first disconnect the air-delivery pipe to the main reservoir, then start the pump slowly, and allow a strong solution of lye to be drawn through the strainers. After passing say a pail full of solution through the pump several times, then rinse thoroughly.

#### BRAKES FAIL TO RELEASE FOLLOWING AN EMERGENCY APPLICATION

Q. I am a careful reader of the Technical columns of our JOURNAL, and take great interest in what is written on both the machinery and air-brake subjects, and while I have never before taken the advantage of this valuable part of our JOURNAL, I would like to ask a question on air brake which is not quite clear to me. The question is this: Why are brakes more apt to stick following an emergency application than after a service application? I have noticed that where the brakes are applied in emergency, as when coupling up a crossing, or where a train breaks in two, or a hose bursts, that as a rule we will have a number of brakes sticking, and this does not happen after a service application. J. W. McQ.

A. To secure a prompt release of all brakes in a train it is necessary to secure a quick rise of brake-pipe pressure above

that in the auxiliary reservoir. And where the brakes apply in emergency from any cause the auxiliary reservoirs and brake cylinders equalize at a higher pressure than in service; therefore, a higher brake-pipe pressure is necessary to move the triple valves to release position. The principal reason, however, for brakes sticking after an emergency application, is due to the great amount of air required to raise the brake-pipe pressure above that in the auxiliary reservoir, as where quick-action occurs the brake-pipe pressure is dropped quite low or entirely depleted, and with a long train the main reservoir and brake pipe will equalize at a much lower pressure than that in the auxiliaries. The rate of rise in pressure now depends on the capacity of the air pump, and due to the large volume, the brake pipe and main reservoir combined, the pressure will naturally rise slowly, and it is this slow rise in pressure that is responsible for the brakes sticking. As where the rise in pressure is slow, the air may leak past the triple piston packing ring into the auxiliary reservoir, keeping the pressure balanced on both sides of the triple piston; therefore, the triple valve will remain in service lap position, holding the brake applied. Whenever the brake-pipe pressure is reduced quite low, that is, where the automatic brake valve is placed in release position and the main reservoir and brake-pipe pressure equalize at a pressure below 60 pounds, it is good practice to allow the brake valve to remain in release position until a pressure of 60 pounds is obtained and then move the handle to lap position. This will allow the maximum excess pressure to accumulate in the main reservoir. Then move the handle to release position for about 15 seconds, then returning to running position for about 5 seconds, and then to release position again for about 2 seconds, then back to running position. Where the brake valve is handled in this manner the brakes on the longest train will, as a rule, all release. However, there are times when by this or any other method, one or more brakes may not be released from the engine. This may be caused by excessive friction of the triple piston and

its slide valve, or by heavy leakage past the triple piston packing ring. Now, while brakes are liable to stick after an emergency application, it must be remembered that it is difficult to secure a release of all brakes following a light service application, and would respectfully refer you to the answer given in this issue of the JOURNAL to the question asked by A. R. B.

**BLOW AT THE DIRECT EXHAUST PORT OF THE AUTOMATIC BRAKE VALVE**

**Q.** My engine is equipped with the E-T type of brake and here the other day, while coupled to a train, I had an occasion to make an emergency application, and there was a constant blow of air at the big exhaust port at the back of the brake valve and the main reservoir pressure commenced to drop back. Will you please explain what defect caused this, and where did the air come from, and what caused the main reservoir pressure to start to drop back? **L. G. M.**

**A.** When the handle of the automatic brake valve is placed in emergency position the brake pipe is open to the atmosphere through the direct exhaust port at the back of the brake valve, and any air in the brake pipe or air flowing to the brake pipe will be free to flow to the atmosphere through this port. Now, if there be a continuous blow at the exhaust port it is evident that air is leaking into the brake pipe from some source. It may come from a leaky rotary valve or past the non-return check valve in the quick-action cap; and more than likely it is leakage past the check valve. To determine which is at fault close the cut-out cock in the main reservoir supply pipe to the distributing valve, then release the brake by placing the independent brake valve in release position. If the blow stops when the brake is released, the trouble is in the check valve, as in releasing the brake all air is taken from the brake cylinders and quick-action cap; but if the blow continues it indicates that the rotary valve is at fault.

**CAUSE OF BLACK HAND RISING WHEN BRAKE VALVE HANDLE IS RETURNED TO LAP POSITION FOLLOWING AN AUTOMATIC APPLICATION**

**Q.** Will you please answer the follow-

ing: What will cause the black hand on the air gauge to rise a few pounds after the brake-valve handle is returned to lap position when applying the brakes on a long train and does not do it on a short train? **T. W. N.**

**A.** When making a service application of the brakes on a long train, chamber D and the equalizing reservoir pressure can be reduced much faster than the pressure in the brake pipe; this, of course, means that when the brake-valve handle is returned to lap position, the pressure above the equalizing piston in the brake valve is less than it is below the piston, and as there is but a single packing ring in the piston, which is not an absolutely tight fit in its bushing, air from the lower or brake-pipe side of the piston will leak by into chamber D and the equalizing reservoir, causing the pressure to rise, and this rise of pressure will be indicated by the black hand on the large gauge, which registers equalizing reservoir pressure. The amount this pressure will rise depends on the amount of reduction made, length of train, and the leakage by the packing ring in the equalizing piston.

**TIME REQUIRED TO CHARGE BRAKES**

**Q.** I am running an engine in passenger service and would like to ask a question in regard to the time required to charge the brakes of a train. Our trains run anywhere from eight to twelve cars with generally three or four Pullman cars; and I have noticed that it takes very much longer to charge some trains than others, and have often wondered why.

I have a regular engine equipped with a Westinghouse 11-inch pump, which is in good condition. I have carefully timed the charging of different trains and find that while some may be charged in seven to eight minutes, others of the same length require 15 to 20 minutes. Now, is there any reason why an air pump will compress more air one day than it will another? If not, why this difference in time? **RUNNER.**

**A.** The amount of air required to charge a train is dependent on the size and type of brake equipment found on the different cars. Digitized by Google

For example, let us take a train of 10 cars equipped with the P-M type of brake, that is, the old quick-action triple valve and 14-inch brake cylinders. Now, with this size brake cylinder a 14 x 33 auxiliary reservoir is used, which has a volume of 4,478 cubic inches, which in 10 cars would be 44,780 cubic inches; this, then, neglecting the volume of the brake pipe, it being practically the same on all cars, would be the volume to be charged to the pressure carried.

Let us make another example of a 10-car train where all cars are equipped with the L-N type of brake and 18-inch brake cylinders. Here we find the service reservoir, which is 16 x 48, has a volume of 8,500 cubic inches; while the supplementary reservoir, which is 22½ x 54 inches, has a volume of 19,000 cubic inches, and in a train of 10 cars this would give us a volume of 275,000 cubic inches, or a difference of 230,220 cubic inches in the two trains. Putting this another way we find that the train with the L-N equipment is equal to about six trains of the P-M equipment; therefore, a train with the P-M equipment may be charged in one-sixth the time required to charge a train with the L-N equipment.

While this may be citing an extreme case, yet it goes to show what a great difference in time may be required in the charging of different trains. There is still another reason why this difference in time may be found. All modern passenger carrying cars are equipped with the "water pressure system," and many of the cars so equipped have a 20½ x 36-inch storage reservoir having a volume of 14,200 cubic inches, and this reservoir is charged to the same pressure as is the brake reservoir.

Now, at times, these reservoirs may be found partially charged or entirely free from air under pressure.

The amount of brake-pipe leakage found in the different trains is another thing to be considered. Still another reason and an important one is where the engine is equipped with either the E-T or L-T type of brake, and the engine brake left applied after coupling to train air will be wasted due to brake-cylinder leakage, and thus delay the charging of the train.

Practically speaking, there is no reason known to the writer why a pump will compress more air one day than another; however, it may be said that the longer a pump has to work in the charging of a train the higher will be the temperature of the air cylinder, resulting in a reduced capacity of the pump, thereby delaying the charging of the train.

#### DEFECT OF THE WHISTLE SIGNAL VALVE

**Q.** My engine is equipped with the L-T type of brake, and here of late I have had trouble with the air signal not working properly, and would ask if you will explain what defect will prevent it from working as intended. The trouble has been so bad that, at times, we have had to go over the road without an air signal, and this, on our road, is called a failure.

G. R. M.

**A.** You do not state just what the trouble has been, therefore it will be necessary to explain all the different defects of the whistle signal system. To commence with, the air signal valve, which is generally located under the running board on the engine, is operated by a reduction of pressure made in the signal line. This signal line is supplied with air from the main reservoir through a reducing valve, so that the operation of the brake will not interfere with the operation of the signal. After passing the reducing valve, there is a choke fitting in the pipe to restrict the flow of air to the signal line, thus allowing a reduction to be made in its pressure when the car discharge valve is open. For the proper operation of the signal valve, the pressure should be reduced suddenly, or the reducing valve will feed air into the signal line as fast as it is taken out at the car discharge valve, and the signal will not operate. When the pressure is reduced in the signal line, and this reduction extends to the signal valve, it affects the pressure above the diaphragm first, so that the pressure in the chamber under the diaphragm will force it upward, unseating the discharge valve, which allows air to pass to the whistle, causing it to sound a blast. This reduction in signal line pressure will cause the reducing valve to open and recharge the signal line, and the

pressure being increased above the diaphragm will force it downward, seating the exhaust valve, stopping the flow of air to the whistle.

If it is found that the signal line does not charge throughout the train, first see whether the cocks at the end of the signal line on each car are open; if they are then the reducing valve must be stuck in closed position. If the whistle fails to blow when the cord is pulled, it may be due to a baggy diaphragm or too loose a fit of the diaphragm stem in its bushing or the bell of the signal whistle imperfectly adjusted or its bowl full of dirt.

If the whistle gives one long blast it may be due either to the reductions being made too close together, or the diaphragm stem too close a fit in its bushing.

If the whistle blows every time the brakes are released, it indicates that there is a direct connection between the main reservoir and signal pipe, and that the latter is charged to main reservoir pressure. This is due to the reducing valve being stuck in open position and the non-return check valve not seating properly.

The reason why the whistle blows when the brakes are released is, there being a direct opening between the signal pipe and main reservoir, air will flow back from the signal pipe each time the main reservoir pressure is reduced in releasing the brakes. This causes a reduction of signal line pressure which will operate the signal valve and cause the whistle to blow. If the fit of the diaphragm stem is too loose, when the train is short, the signal valve may respond to a reduction made on any of the cars in the train, but, on a long train, a reduction from the rear cars may not be sufficiently rapid at the signal valve to operate the valve, and the whistle will not sound.

Again, the whistle is liable to give two or three blasts when the cord is pulled, if the stem is too loose.

#### WARNING PORT

**Q.** In the June issue of the JOURNAL, a question was asked by R. A. B., in regard to where the air comes from that flows through the warning port in the G-6 and H-6 automatic brake valves.

The answer was given stating that the

air flows through the warning port when the handle is in running position. Again the question was asked by J. T. and answered in the August issue the same as answered in the June issue. Now, is this not a mistake?

R. J. T.

**A.** Yes; the question was improperly answered in both issues. The only time that the warning port is open is when the automatic brake-valve handle is in *full release position*.

#### BROKEN FEED VALVE PIPE

**Q.** I also noticed an answer given to question: What should be done in case the pipe leading from the feed valve to the automatic brake valve should break, in which it stated that the regulating nut of the feed valve should be backed off to save the waste of main reservoir air, and the end of the pipe toward the brake valve should be plugged; as when the handle of the brake valve is moved toward service position in making a service application the feed valve port will be connected to the brake-pipe port through a large cavity in the rotary valve, which will permit the brake-pipe air rushing through to the atmosphere, thus causing a sudden reduction of brake-pipe pressure, which in turn will cause an undesired emergency of the brake. Now is this not a mistake?

My way of understanding this breaking of feed valve pipe and reason for plugging pipe toward brake valve is to save main reservoir air, as with this pipe not plugged, when making a service application or with the brake valve in lap position, main reservoir air would rush through the broken pipe, and when a release of the brake is made there would be no excess pressure for the recharge of the brake pipe.

R. J. T.

**A.** What you say in regard to the waste of main reservoir air when the handle of the automatic brake valve was moved to either lap or service position is correct.

However, what was said in answer to the question in the August issue is correct, and it is the movement of the brake valve from release past running and holding positions where we would first be affected, and it was for this reason that the answer was given as you have quoted.



### Questions and Answers

BY JAMES GREGORY

**Q.** What would cause cracks in any part of the barrel or boiler, that is, any part not directly exposed to the flame from firebox, such as firebox sheets, forward flue sheet or flues? Would it be caused by boiler being too weak to stand the pressure or would working of defective machinery tend to produce it?

H. H.

**A.** Cracks that take place in barrel of boiler may be caused by corrosion or by severe pounding of defective machinery such as would result from a loose cylinder, broken frame, even a very loose fitting main driving box brass might produce a fracture in a boiler sheet, at least such is the opinion of men experienced in boiler construction and maintenance.

**Q.** Does the adoption of the superheater change in any way the design or proportions of front end and stack or any part that controls draft? Is the taper stack used as much with the superheater?

R. D.

**A.** There is no material change in the design of draft appliances since the coming of the superheater. It is a generally accepted fact that a smaller nozzle may be run with the superheater without adding to the back pressure as much as if saturated steam is used, but the general design of engine in so far as it concerns the draft, excepting for the addition of the superheater damper in front end, has not changed. The stacks have not been changed either, the taper stack being the most favored design.

**Q.** I have read that there was a change of opinion as to the advantages of the high nozzle in front ends. What are the objections based on? There seems to have been no radical change in other parts that would lead to this reversal of opinion as to the efficiency of the high nozzle.

R. D.

**A.** The fault of the high nozzle has always been: not enough netting area. It met with favor, in fact was a necessity when the sparks were arrested in front end, but since they have been permitted to escape, the advantage of the larger netting area afforded by the low nozzle is

being taken advantage of in some places.

It has also been discovered that the principle of operation of the exhaust jet and its influence on draft are such as to make it advisable to expose the exhaust as much as possible to contact with the gases of combustion while passing through front end and this furnishes another reason for the low nozzle again coming into favor in addition to the larger netting area that design permits.

**Q.** An article which appeared in the *Railway-Age Gazette*, in the issue of February 11, signed W. G. Landon, calls attention to the use of a steam chest gauge on French locomotives. This to be used to govern throttle opening so as to prevent slipping. Is there anything of the kind in the States? Is it of any particular advantage in handling an engine?

W. D. H.

**A.** The use of steam gauges on steam chests of French engines is not a new thing, but we doubt very much of its being of any practical use as an aid to handling an engine. The best runner is the man who cultivates judgment in matters relating to the handling of the engine. If he forms the habit of relying on gauges for aid in controlling the slipping he will never acquire the proper sense of judgment so necessary to get good work from the engine when she is over-cylindereed or on bad rail.

**Q.** In the matter of slipping of engines, when working under full throttle, a writer in the *Railway Gazette*, in May issue, says he finds locomotives have a greater tendency to slip when the cranks are below the center line, at which point the tire begins to flatten. Now, why the greater tendency to slip at the point named, and how could it cause flat tires?

W. D. H.

**A.** As it is the power exerted which makes the wheels slip, it naturally follows that it must be greater at some points or in some positions of the crank pins than others. We know the smaller the locomotive driving wheel the greater the power of engine. That is because the piston travel of the engine is faster, or leverage greater than would be the case with the larger wheel, and as there are certain positions of crank pins where

their motion induces a faster travel of piston than at some other points, it is reasonable to believe the power exerted in these positions is greater than at some others, and the tendency for wheels to slip correspondingly increased. We find the fastest piston travel takes place with right main pin approaching lower quarter.

As to the effect on tire, its becoming flat, that is something to which the slipping of engine is not closely related. An engine will not make a flat spot by slipping, although it would of course cause excessive wear of tire on the surface of part of wheel in contact with rail when slipping was done and produce a rough riding engine in extreme cases, but the real flat spot that jars the engine and pounds the rail is chiefly the result of ill fitting or neglected driving boxes causing wheel sliding.

Q. Is there an automatic slack adjuster for locomotive driving-box wedges? It should be a good thing in the pool, as much of our troubles come from neglect to keep wedges adjusted to keep down the pounds on engine. How does it work? Our engines are pooled. R. R.

A. An automatic adjusting driving-box wedge that should fit well into the pool system of keeping up power by a New York Company is on the market. The plan has been tried before with poor success on account of frequent sticking of wedges. With the New York device there are two wedges, one for adjusting, the other is a sort of shoe or floating wedge with a slight taper. The adjusting wedge goes between this shoe and the jaw of frame, and this arrangement is proof against sticking of box, as the floating wedge or jaw has enough play between the pedestal binder and the top of jaw to move so as to prevent box becoming locked by tightening of wedge when box moves up and down on uneven track.

Q. What is considered a fair percentage of balance for a slide valve? Is a piston valve in perfect balance? S. M.

A. Eighty-five per cent is considered all the balance needed for slide valve. The piston valve is usually regarded as in perfect balance; however, there is the pressure of steam against the packing rings that must be considered. The semi plug

valve having no packing rings is perhaps the only perfectly balanced valve.

Q. Can the American balanced valve be as perfectly balanced as other types used with the slide valve? S. M.

A. Users of the American type claim to secure just as perfect a balance with it as with any other.

Q. 'Tis said to be the practice on some European roads to control the slipping of engines by moving reverse lever instead of throttle as we do here. In what way would the changing of reverse lever control slipping and is it practical even with reversing gear to handle lever by?

R. R. S.

A. It is an old practice of engineers who ran in the days of the small engines to control slipping partly with reverse lever. The little engines had less weight on drivers in proportion to cylinder power than the modern types, for which reason they were very slippery, and to use sand continually, which would be necessary if no other means were employed, was, for obvious reasons, out of the question. It was done in this way: If engine would not hold rail working at 8-inch cut-off with light throttle, lever would be dropped down a few notches. The effect would be to reduce the maximum pressure on piston but still get same average power by the later cut-off. This practice was common among freight men. In passenger work the throttle was always used for that purpose. With the coming of the air sander the need of using either throttle or lever to prevent slipping may be almost wholly dispensed with, yet it is sometimes advisable to use the long stroke and light throttle so the sand may be saved for the place where all the power may be needed to keep train going.

Q. Why can an engine haul more tonnage in a short train than a long one? Is that the general rule? Also what is meant by internal resistance of cars? R. R. S.

A. Generally speaking the shorter a train the less resistance it offers, partly due to the lesser internal resistance, represented by journal and flange friction in the small number of cars composing train.

Also the external resistance from atmosphere is correspondingly reduced with

the shorter train, or lesser number of car bodies.

There are exceptions to this rule, however, as it was recently proven in a test that the same tonnage in a shorter train offered more resistance than in a larger train. This was due to the trial having been made on a soft roadbed, the heavier cars causing a depression of track not present with the lighter loaded cars in a longer train.

**Q.** Is the drawbar pull of the large engines of today as strong in proportion; at ordinary high train speed, as with the smaller engines of former days? This is a question we engineers often discuss. Many favor the small engine.

J. M.

**A.** Up to the time of the superheater the comparison was by all authorities favorable to the smaller engines.

The reason for this has been attributed to various causes; among which are, excessive cylinder condensation with saturated steam of high temperature used in large cylinder areas, also too restricted steam passages for admission and exhaust to provide for proper distribution at high piston speed.

With the coming of the superheater there has been a marked change, which, together with late improvements in designs of nozzles and steam passages in cylinders, have placed the modern engine in a more favorable light when compared to the engines of a generation ago as measured by drawbar pull at high speed.

**Q.** Regarding the matter of economy only, what in your opinion is the most important thing to be considered in locomotive practice?

M. R.

**A.** When we regard the question in a broad sense, in view of the fact that we must base our deductions of economy of locomotive operation on its earning capacity as developed in train movement, then it may be said there is no particular part of the machine of greater importance than any other, just as one link in a chain is of no greater importance than others, as it does not add to the strength of other weaker links or the strength of the chain as a whole.

However, there are three vital features

which stand out prominently before us when we view this problem. They are: first, boiler capacity; second, valve motion, and third, management. The boiler first, it being the source of power, valve motion second, its function being to afford efficient distribution of that power, and management last, which is represented by a competent engine crew, which being the brains of the machine so co-ordinates the operation of the different parts of it as to develop the highest measure of economy consistent with the most efficient service.

To answer your question without considering the matter of performance would be impossible, for the real economy in locomotive practice is best shown by the consistent earning power of the machine.

**Q.** I notice that the Stephenson valve gear is favored for switching engines even on roads favoring other valve gears for road engines. Why is that?

**A.** The Stephenson being nearly all between the frames is better protected from injury as when sideswiped, which occurs more often with yard than road engines. Another reason given is that the starting power of engine with Stephenson link motion is better than with other gears having a fixed lead, and the starting power really represents the working capacity of the switching engine.

**Q.** We have three different kinds of valve gears here—Stephenson, Baker, Walschaert, and will soon have another, the Southern. The Stephenson is pretty well understood, but the others, though more simple, apparently cause more difference of opinion as to the best way to disconnect in case of breakdown. Now in case of a break of union link or eccentric rod, is there any great advantage in using part of the gear on that side?

YOUNG RUNNER.

**A.** There are many rules for disconnecting Baker and Walschaert valve gears in case of breakdown so part of the gear may still be used, but the results gained in power by these methods are not sufficient to cover the risk of further damage and delay that may result. **Mr. J. H.**

Desalis, of the New York Central, offers a very common-sense opinion on this question when he says, "It is our practice in case of any displacement to remove the eccentric rod and link that connect lower end of lead and lap lever to clear all moving parts, thus disconnecting every connection that will convey movement to the valve on the defective side."

The above is a simple plan which prevents much delay and possibly further damage to machinery.

Q. If an engine broke both eccentric rods on a Baker gear, could she be brought to terminal without help, or, to be more definite, could she get enough power from valve movement imparted by crosshead motion to take her to terminal?

YOUNG RUNNER.

A. The engine could be brought in under her own power. The chief trouble would be in starting engine in some positions. Say she stopped on forward dead center on right side; we have no starting power on that side now. The opposite side is on upper quarter, but the valve has closed the admission port, so we have no starting power on the left side either. It would be necessary then to move the left valve independently, by disconnecting valve rod from gear so steam would be admitted to cylinder and engine moved to some position where she could start herself if indeed that point could be found at all.

An engine once started could be kept going, as the drag of valve or seat lends to the power of engine even with only a lead opening, for when the piston is coming to center the tendency of the drag of valve is to delay its opening for pre-admission while it tends to delay the closing of valve after piston has passed center. The matter of doubt in this problem is in the starting power; however, it is not considered good railroading to attempt anything of the kind, as an engine unable to handle herself under all conditions might delay traffic and invite other troubles that we are trying to avoid as much as possible. The best way to run an engine so disabled would be in train with another engine. Even then the chief gain in having part of gear in operation

would be to insure proper cylinder lubrication only.

Q. What would be the best way to get oil to cylinders on disabled engine having valve blocked in center of seat but main rod still connected?

D. M.

A. There are several ways, but one of the best is to not block valve on center of seat if it can be avoided. In the case of a piston valve (inside admission) the valve would of course center itself and prevent lubrication of cylinder in the usual way, nor could the hand oiler be used in this case, as connection between cylinder and oil supply is cut off by valve covering ports. A good plan in such a case is to first try the valve by opening throttle with cylinder cocks open. If there is any steam shown at cylinder cocks there will be plenty of lubrication carried to that cylinder by the steam leaking by the valve; if valve is perfectly tight then the only thing left to do is to remove indicator plugs on side of cylinder, or, if none, slack off on forward head so oil can be gotten to cylinder.

Q. We are told the inside admission piston valve need not be blocked in case it becomes disconnected, say by broken valve stem, but no one seems to state a reason for that. Why this difference between an inside and outside admission valve?

A. With inside admission the steam in steam chamber is inside of valve and exerts equal pressure on valve forward and back, so if the valve is off center enough when throttle is opened to admit steam to forward end of cylinder the pressure against valve at that point, owing to the open port there, will be less than that against opposite end of valve where the port is covered, with the result that this difference in pressure will cause valve to be forced back until the forward port is also covered, where the valve will remain while throttle is open.

The difference in outside admission piston valve is due to the steam being on the outside of the latter, and the difference in pressure forcing valve back when throttle is opened is measured by the area of valve stem. Where outside admission valve has a rider, another stem of same diameter as valve stem running through

forward end of steam chamber, then the outside admission piston valve will center itself, if disconnected, just as the valve having inside admission, when throttle is opened.

**Q.** What proportion of valve travel is given by the eccentric crank on a Walschaert gear? What the crosshead motion?

W. R., Div. 10.

**A.** The eccentric crank gives full travel to valve. The crosshead movement gives a motion to valve if eccentric rod is disconnected, otherwise the influence of the crosshead stroke is merely to control the movement of valve so as to provide for lead opening. It does not add to the travel of valve although it will move the valve a distance of twice the lap and lead if run independently of the motion imparted by eccentric crank.

**Q.** With the old 16 x 24 engines the full stroke cut-off took place at 21 inches of the piston travel. Is that proportion still maintained in the modern engine? Have the modern valve gears made it possible to cause later cut-off so as to gain power?

OLD-TIMER.

**A.** The new valve gears have not made it possible to provide a later cut-off at full stroke than is given by the Stephenson gear; if anything the opposite is true, as any gear having a fixed lead must necessarily cause an earlier cut-off at full stroke since that lead must be sufficient for short cut-off, which makes it excessive for full stroke. It is considered that a cut-off taking place at 85 per cent of the piston stroke is a fair average with modern valve gears; the 21-inch cut-off with the Stephenson gear represents 87½ per cent cut-off on a 24-inch stroke engine.

**Q.** I had an argument with some engineers about a compound engine. I claimed that when engine is working compound there is as much back pressure against high-pressure piston as there is forward pressure against low-pressure piston. The others said there was more pressure on the low-pressure cylinder than there was resistance or back pressure on the high. Who is right?

A MEMBER.

**A.** You are right. All the pressure used in low-pressure cylinder when engine is working compound is exhausted from

the high-pressure cylinder, so whether the high pressure exhausts into a receiver, as in the cross compound, or directly through the hollow valve, as in the four-cylinder type, it must necessarily exhaust into a confined space, which causes a back pressure in proportion to the space and volume of steam exhausted, from the high-pressure cylinder.

The power exerted on the low-pressure piston is of course greater than the resistance this exhaust steam offers to the high-pressure piston. That is due to the larger area of the low-pressure piston, but the steam pressure per square inch must necessarily be the same on both high and low-pressure pistons.

**Q.** The modern Bullseye lubricator has two removable seats for filling plugs. In removing one of these seats I found, after a lot of pulling on the wrench, that it had a left-hand thread. What is the reason for that kind of thread—the only one on the engine, I believe?

RUNNER.

**A.** A left-hand thread is used on the seat bushing to prevent bushing coming loose when filling plug is removed. You know that often when plug is set ordinarily tight it requires considerable force to start it out. This is particularly true when plug has been put in the lubricator when it was cold, the effect of heat expanding the plug a trifle more than the bushing into which it is screwed, causing the plug to set hard on seat. When this takes place, the force required to start it loose might loosen bushing instead of the plug, if they were both of the same thread, for which reason the bushing has a left-hand thread, so if bushing did turn when trying to start a stubborn plug it would be made more tight instead of becoming loose.

You will note a similar case of valve becoming set from the effect of heat in the water valve of injector. If shut off after working injector, it is comparatively cold, but if steam valve leaks, the water valve and its stem become hot, and the expansion of the steam causes it to lengthen and hold the valve against seat with a much greater force than that used when it was shut off, often requiring the aid of a monkey wrench to start it open again.

**TRAIN RULES—STANDARD CODE**

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

**EDITOR TRAIN RULES DEPARTMENT:**  
The following inquiries have been made by members of the American Railway Association respecting practices under the Standard Code of Train Rules, and replies have been made thereto by the committee as follows:

1. Q. The revised Standard Code of operating rules, adopted at the meeting on Nov. 17, 1915, contains standard Form F of train orders, example 3, reading as follows:

"No. 1 display signals A to G for engine 65."

Will you kindly advise if this example should be interpreted as authorizing engine 65 to run as the second section of train No. 1?

A. Example 3, under Form F, gives engine 65 authority to run as second section of train No. 1.

2. Q. Under Form C is it proper under any circumstances to give a train order, "No. 1 has right over No. 2," without specifying "G to X?"

A. In using Form C, the points between which right is conferred should always be stated in the order.

3. Q. Under Form K is it proper under any circumstances to give an order, "No. 1 of February 29 is annulled," without specifying "A to Z?"

A. In using Form K, the points between which the train is annulled should always be stated in the order.

4. Q. Will you kindly inform me whether or not the committee on transportation has rendered any decision since February, 1911, the date of the last edition of the Standard Code, on the question of the rights of trains at a station designated in a train order? The committee decided on September 24, 1900, under Form G, that "Gaza" was the entrance switch to the siding. Would the same ruling apply to practice under Form F? To illustrate: "No. 10 engine 69, display signals Berber

to Gaza for engine 85." At Gaza, at what point will first No. 10 take down signals, and at what point will second No. 10 engine 85 consider the order fulfilled?

A. The committee on transportation has not made any ruling on Form G since February 24, 1900, and that ruling is applicable under Form F in the illustration submitted.

First No. 10 will take down signals at the entrance switch to the siding. The order to second No. 10 will be fulfilled when the train clears the main track at the entrance switch to the siding.

DENVER, COLO., Aug. 2, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
The following questions are causing much discussion and would like to have them explained:

(A) Please give the American Railway Association ruling and your own opinion on the following orders:

First-class train No. 63 northbound and superior by direction, receives order No. 1, "No. 63 meet No. 64 at B; No. 63 will take siding." No. 63 was delayed and it became necessary to issue order No. 2, as follows: "No. 63 meet No. 64 at C instead of B."

The crew of No. 63 raised the question as to what train should take the siding at C. My understanding, as well as that of the other men, is that No. 63 should hold main track at C. But the conductor of No. 64 does not take that view.

(B) No. 21 receives an order reading as follows:

"Order No. 7 is annulled. No. 21 meet extra 202 at G."

Is the crew of No. 21 right in leaving the station where the order is received and not knowing what order No. 7 is? No such order has been given them.

MEMBER DIV. 576.

A. (A) It has been ruled by the American Railway Association that the superseding order reading as indicated would be improper and that the correct method would have been for the dispatcher to annul order No. 1 to avoid misunderstanding.

The committee was of the opinion that should the orders be so sent No. 64 should

take siding at C. The first order specifically directed that No. 2 take siding at B and the new order changed the meeting point to C but did not specifically state that No. 63 should take siding; hence, the trains would naturally revert to their original authority to the main track.

The revised rules provide that when a train is directed by train order to take siding for another train, such instructions apply only at the point named in the order and do not apply to the superseding order unless so specified.

(B) In this case No. 21 should not leave the station at which it receives the order until it is known what order No. 7 is about.

Rule 201 provides that for movements which are not provided for by timetable train orders will be issued, and that they must contain neither information nor instructions not essential to such movements. Under this rule it will be seen that the crew of No. 21 must consider that the annulling of order No. 7 was essential to the movements of No. 21. The crew also know that they cannot fulfill the order because they cannot annul an order which they do not hold.

In such a case it must be considered that there has been some kind of an error made. Possibly an operator has failed to deliver order No. 7 to train No. 21, or it may be that some order which the crew holds is order No. 7 with the wrong number on it. Also, while the circumstances of the wording seem to indicate that order No. 7 refers to a former meet between the two trains, still it may be about an entirely different movement. In practical operation an order should not be accepted which cannot be executed.

NORTH BAY, N. Y., July 28, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Please answer the following in the JOURNAL, as we have different opinions here on this question:

"Engine 77 run extra leaving A on Thursday, Feb. 17, with right over all trains. Leave A 11:30 p. m., C 12:25 a. m., E 1:47 a. m., arrive F 2:22 a. m."

We have a clause in our rules which states that all trains except first and second class trains must, unless otherwise

directed, approach and pass through yard limits prepared to stop unless the main track is seen or known to be clear.

What we want to know is this: If a train receives an order as above does it confer any right to the extra which will permit it to pass through yard limits without being under control?

A MEMBER.

A. The fact that an extra train is given right over all trains does not make it a first or second-class train. It is still an extra train and must be governed by the rules governing the movement of an extra train. The extra is given right over all trains, but yard engines are not trains, therefore, the right held by the extra gives it no authority over yard engines more than what any other extra train has. In other words, the extra must approach and pass through yard limits prepared to stop unless it is seen or known that the main track is clear.

Standard Rule 93 governs the use of yard limits. It is usually made to confer right upon first and second-class trains to pass through without being required to slacken speed, but third-class and inferior class trains and extra trains are required to pass through yard limits prepared to stop unless the main track is seen or known to be clear.

The yard proper does not include the main track or tracks which run through it, but for convenience the rules provide for the use of the main track through the yard upon the time of certain class trains under certain restrictions.

### Matter of General Interest

BY JASON KELLEY

#### COMPARATIVE SAFETY OF LONG AND SHORT TRAINS

The *Bureau of Railway Economics* publishes a book containing tables and arguments in favor of long trains as a safety, as well as an economic advance in railway transportation. Their whole argument is based on the effect of the more dense traffic of the greater number of trains needed to handle the business, if train length is reduced. Much is said of the great financial loss that would follow a return to shorter trains, because of big

financial outlays already made in the purchase of powerful engines, heavy rails, expensive roadbeds, together with round-house accommodations for these modern monster locomotives. The report includes tables intended to show that the reduction in casualties to both passengers and employees is all due to the increase of length of trains and the corresponding reduction in density of traffic movements.

We will not question the accuracy of these tables, but we do criticise the cause assigned for the improvement they show, in safety of train operation.

It will be easily recalled that shortly after the long trains appeared the Safety First Movement also started. This fact in itself would give room to suspect their close relationship. Anyone with a grain of common sense knows that the Safety campaign was primarily intended as an economic measure, the necessity for which was no doubt very forcibly suggested by the increased number of casualties of all descriptions attending the operation of big trains.

The movement is worthy of the most vigorous encouragement, if only for humane reasons, but its real benefit viewed from the standpoint of the railway economist is its saving of dollars and cents in reduced damage to property and persons, both employees and passengers, for these represent financial leak holes the progressive manager is ever seeking to stop up.

We read much of the wonderful results gained by the adoption of preventative safety measures for railway employees of late, and anyone familiar with train operation knows that these claims are not exaggerated, yet, in the face of all that has been accomplished in that respect, the railroad in its published statement in the *Bureau of Railway Economics*, ignores the beneficial effect of the Safety First Movement entirely, and credits the improvement shown to the introduction of long trains, but their argument is entirely devoid of anything in the way of logic. They do not go into detail in their discussion of the question, but simply lump the whole proposition, basing their claim for greater safety on the lesser number of trains required when sizes of trains are increased.

It is a well-known fact that there is an additional element of danger in every irregularity taking place in the movement of a train. Doubling hills, pulling out drawbars, severe shocks from air-brake causing trains to buckle, inadequate siding capacity for safe clearance at meeting and passing points, and other conditions arising from the practice of trying to move traffic in large train units, are productive of the very conditions that called loudly for a remedy; and a partial remedy, at least, came in the shape of the Safety First Movement.

That there has already been an immense outlay of money to further the plan of operating big trains, as referred to at the beginning of this letter, is not a good enough reason for a continuance of the practice, nor is the argument set forth in the tables and reading matter in the *Bureau of Railway Economics* a fair statement of the situation, for in purposely ignoring the great benefits gained from the Safety First campaign, which has been lauded to the skies by pen and voice of our leading railway men for several years past, the railroads have shown a disposition to misrepresent the facts in their contention in favor of long trains. That, in itself, is strong evidence of the weakness of their claims that safety in train movement keeps pace with the increasing length of trains.

The supporters of the long trains point to figures showing the greater tendency to accidents as illustrated during the rush period on a particular line. Now, the fact is, that when an unusual rush of business takes place, it finds the average road, as a rule, unprepared to handle it properly. Power and other rolling stock is pressed into service that is both antiquated and out of condition, in addition to which, it is often necessary to work the regular force beyond what would ordinarily be regarded as a safe limit as regards amount of work and hours on duty, together with a most important fact, that it is also necessary to press into service newly promoted men unfamiliar with their new responsibilities, a kind of boomer element that is strange to the road and often indifferent as to the quality of service they render.



These factors represent a combination that will easily account for the greater number of accidents attending train operation when there is a congestion of traffic, as during the rush season on the average road.

In the lesser number of casualties, the railroads pretend to see, in the operating of exceedingly large trains, no account is taken of the effect of the excessive wear and tear on the men incident to the long trains, and long hours, and the greater amount of responsibility involved in handling them, but the fact is, the engines and the trains, and the conditions generally of present-day railroading are such as to produce a record which, when summed up, would show a balance in favor of shorter trains and shorter hours.

#### FLAGGING

Flagging seems to be one of the lost arts in train work. Where is the old-fashioned flagman who used to "drop off" going 20 miles an hour, with his lamps and "caps" to protect against the fellow following, who was coming for all he was worth and nothing to stop with but the hand brakes and a prayer?

He is still with us but we can't spare the time to let him do as good a job as he used to. Time is too precious to be sacrificed for safety. Of course the rules call for measures of protection that would seem adequate for any situation that might arise, but rules represent the theoretical side of railroading. They furnish a convenient means of protection to those who are often morally responsible for their violation, for we know it is frequently necessary to violate them in order to deliver the goods, which, when translated into plain English, means make the time.

This plan of railroading has been tried out far past the experimental stage, and has demonstrated beyond speculation that no chain of safeguards yet invented can fit into the system so as to insure a reasonable degree of safety in railway train movement.

Yes, the flagman is still with us. In addition to the flags, lamps and caps he used to carry in the old days, he has the automatic signal, the air brake and the

fusee to supplement his work, together with a lot of safety rules that would seem amply sufficient to meet any situation possible, but in the emergency they sometimes fail, flagman and all, simply because we cannot spare the time to observe those rules; and when something happens, the powers that be, who have long tolerated the practices that led up to the affair, point from a safe position behind their bulwark of rules an accusing finger at some victim of the system for which they or someone higher are responsible.

A little less pressure from above and a free exercise of all caution, the service can reasonably call for on the part of those directly responsible for safety would make railroading a more desirable occupation for the railroad man, and perhaps just as profitable, if not more so, to the railroad stockholder.

#### A LITTLE ADVICE

We frequently meet with patentees of some device or other offered as a good investment for the railroad man. It may be an air brake, a patent valve gear, or some other improvement in railway mechanism, and may possess some degree of merit in a mechanical way, but the promoting of such inventions are too often stock jobbing propositions with which the workingman should have nothing to do.

The promoters of these inventions often use the alluring but illogical argument that their reason for offering such stock to the working man, rather than to the capitalist, is they don't want any one individual to get control of the patent. They also make rosy promises of what will be done after a certain amount of stock has been disposed of, but these promises usually do not materialize, so all the stockholder has left for his investment is his certificate and his experience. The latter is, of course, worth something for its use as a preventative against a repetition of such investments, but cannot be said to be an absolute cure. Besides, it often comes pretty high.

The possibility of the promoter being successful in getting the railroads to

adopt mechanical inventions of any kind, no matter how beneficial they may seem to be, is very remote; too much so for the working man to risk his hard-earned money on the chance of financial return.

An effective plan to sell stock in these devices is to get permission of the officers, or some officer of the railroad company, to deal with the men on the company's grounds. This, in a way, puts the seal of official approval on the merit of the investment, and is a strong inducement for railroad employees to buy stock that often has no practical value whatever. Buy stock in a gold mine, an oil well, or take a flyer on the ponies if you will, but the "great railway mechanical invention," let that go by.

#### THE OLD-FASHIONED OFFICIAL

Where is the old-fashioned official who knew almost every man on the line and could call most of them by name? Many of you still in the service can recall him. There was a strong bond of affection between him and his men, and the departure of such an officer from any road was usually regarded by the men under him as a calamity. There was much more sentiment in the railroad man's life in the old days than now. The personal risk of the men in train work was almost equal to that of the soldier, and as a general rule, the railroad men of that day were a sort of devil-may-care class who, like all men engaged in hazardous occupations, threw caution to the winds, evidently regarding it as hardly worth while. The service then called for a rough-and-ready type of man, but withal, a kind not only willing to stand hard knocks, but capable as well, for it is a matter of common belief among railroad men even today that it was more difficult to measure up to the requirements for the position of engineer in those days than at the present time.

With that care-free, devil-may-care class, sentiment had a strong influence toward keeping them in line. The old-time railway official knew that, and his success as an executive was more often due to his good-fellowship, his diplomacy, than to his technical ability. The human element entered more largely into the operation of engines and trains when systems and standards were yet in the mak-

ing, and those officials who realized that, and were governed accordingly, were the successful ones. Some of them have left behind records of kindly deeds that are today closely linked with the traditions of some of our big trunk lines. We have forgotten the railway official who invented some appliance or other that caused his name to be known at one time from coast to coast, but we remember quite distinctly the other one, who in the old days was simply a good square fellow.

I recall a story told by a master mechanic which expresses the weight of sentiment in former days. One day this master mechanic had occasion to call a couple of men to the office for quarreling. It seemed that a foreman undertook to call a workman down for referring to the master mechanic as the old man. This fact came out during the investigation, and after it was all over, the master mechanic said: "I just locked the door and stood on my head with joy, for I felt that I had at last reached the goal of my life's ambition, to be called the 'Old Man.'"

#### Canal Zone Conditions will Remain the Same

Two years ago, when this work passed to the permanent maintenance period, the President, according to law, issued an order putting into effect the charging for rent, fuel and light to employees occupying government houses. The metal trades department of the A. F. of L. succeeded in having the enforcement of this order postponed until June 30, 1916. Efforts were made to have Congress enact legislation that would continue conditions maintained during the construction period, but the house rejected this plan, which was approved by the senate. The unionists then appealed to the President direct, who referred the matter to Secretary of War Garrison and Secretary of Labor Wilson for investigation. The Attorney General ruled that an executive order was within the law. President Wilson accepted the recommendation of his cabinet officials, who agreed with the trade unionists, and signed an order continuing working conditions. The workers could see no difference as far as their labor is concerned between construction and maintenance period. — *Weekly News Letter*.

# Labor Digest

A COLLECTION OF VARYING OPINIONS OF  
INTEREST TO LABORING PEOPLE

## Health's Relation to Eight-Hour Day

BY WOODS HUTCHINSON, M. D., THE  
WORLD'S BEST KNOWN WRITER ON  
MEDICAL SUBJECTS

The world does not run on mathematical principles. It is true we have been victims from our earliest school days of a conspiracy to fix unalterably and irremovably in our minds a firm belief in certain geometric axioms and first principles, which must be absolutely accepted and never questioned. Once grant these and the logician has you at his mercy.

Such as, for instance, the hoary and venerable chestnut that a whole is always greater than its part, blandly overlooking the notorious and indisputable fact that communities, nations and races have always been dominated and run by minorities, and small ones at that. Which the latter politely and modestly explain by the statement that one with God is always a majority!

Another inspired hatching from the guileless minds of mathematicians and school men is the assumption that in the same class or category higher numbers are greater than lower.

Four, for instance, being eternally and unalterably more than two in the swimming class, even though the four happen to be ducks, and the two dreadnaughts. In fact, the assumptions and fundamental axioms of the mathematicians, like those of other minds that wear blinkers and can see only in one plane, deal solely with quantity, and leave out of account entirely the far more important element of quality.

"Oh!" but we protest "we can easily see through that fallacy. We are not so childish as to be misled by that kind of superficial logic." But the trouble is that we are, and are constantly being hoodwinked by that kind of sophistry, not just occasionally but frequently and habitually, even on some of the important questions of life.

For instance, in the vital and important element of labor regulation, the one rock-ribbed, moss-grown and indomitable

obstacle to an intelligent adjustment and planning of the hours of labor is the calm and unshakable assumption on the part of the public that an eight-hour day is necessarily and in the very nature of the case a smaller day than a ten-hour or a twelve-hour one, that is to say, less productive, less valuable, less remunerative to the employer. This plausible and conclusive assumption is, of course, loudly heralded abroad by the employer of labor, and the community "fall for it" unanimously, and swallow it whole, without even stopping to put their teeth into it.

It sounds so alphabetically and elementally convincing and plausible. If a man earns \$2 dollars in a day of ten hours, naturally he can earn only \$1.60 in eight hours. Consequently any demand to have his day shortened and still receive exactly the same wage is a bare-faced imposition upon the good nature of an innocent and long-suffering employer.

If the worker demands the shortening of his day without corresponding reduction of his wages he is asking for either blackmail or charity, according to popular logic. The only question being whether the employer can magnanimously afford to give it to him out of his legitimate profits.

The only trouble with this universally accepted and self-evident proposition is that it doesn't happen to be true and utterly lacks the support of facts.

On the contrary, incredible if not paradoxical as it may sound, thousands of experiments on both sides of the Atlantic, in all sorts of trades, have overwhelmingly proven that, so far, the shorter the working day the more work is turned out.

In addition to this, the quality of work is so much better, the wastage by breaking, spoiling and soiling so much less, the accidents both to machinery and to men so much fewer, that the eight-hour day saves to the employer more than the additional wage-per-hour cost on these counts alone.

In fact, so far as the world-wide process of lowering the one and raising the other has gone to date, the fewer the working hours and the higher the wages the lower the labor cost of the product. — *Associated Press.*

### Governmental Generosity

Those railroad employees who may possess an unquenchable yearning to wallow in the joys and benefits of subordinate employment incident to Government ownership and who profess to believe that wages and working conditions would be materially enhanced were the Congress rather than the private employers to prescribe that scale and dictate these conditions, should not fail to read and heed an editorial contained in a recent issue of the *New York Evening Journal*, which in common with the other Hearst publications stands as one of the leading exponents of Government ownership of railroads.

The editorial in question was inspired through some reader of the *Journal* taking Henry Ford, the automobile manufacturer, to task for his reported refusal to pay his workmen who might enlist in the defense of the country, supplemented by the receipt of the following letter from an employee of the Postoffice Department who is a member of the National Guard:

*Editor Evening Journal:*

DEAR SIR: I am a National Guardsman. Have had 15 years' experience. Am a trained man. Have been Corporal, Sergeant, First Sergeant and Acting Battalion Sergeant-Major and Color Sergeant. Am a sharpshooter, of which there are very few in this State or any other State. Have been a member for the past 12 years of a regiment whose record is unexcelled, and for three years of its only equal.

We are called to war, at least that will be the ultimate result. I cannot go. I have three little future defenders of their country and another coming in a week's time. I cannot go away with my regiment because they and their little mother can't exist on the \$15 per month Uncle Sammy pays his "buck privates." Thousands of concerns pay their employees while away with the National Guard. My boss does not. I'm a railway mail clerk in the employ of Uncle Sam. I want to go and "do my bit." My experience and ability (this is fact, not egotism) will be of benefit to my country

and my regiment. I can shoot and have hiked 30 miles on an empty belly. Must I stay home?

If I were rich, and for any reason unable to go to the front, I'd be glad to obtain a proxy. Who wants me? Who'll send me to the front? Who will guarantee that my little sidekicker and our little citizens will be taken care of while I'm away? Twelve dollars a week will do it! I don't want charity. I'll take your place and mine at the same time, and promise to be a credit to both; that would be the remuneration. You would have the satisfaction of sending a capable man to the front, a man who wouldn't have been able to go were it not for your efforts; I would have the pleasure of having "done my bit" for my country. I'll go fifty-fifty with you on the credit; I'll take any discredit myself, but believe me, there will be none.

If one-tenth of those who turned out in New York City's "Preparedness" parade would join New York's National Guard, our State would have some representation. Will they do it? I'm one who's ready! Will you give me a push?

I have references for twenty years as to character and integrity. Making this appeal goes against the grain, but I'd do worse than this for a chance to get to the front. My regiment leaves Friday or Saturday. Will I go for you?

Respectfully, N. G. N. Y.

Continuing the *Journal* Editor says:

Our reader says that Mr. Ford should be denounced. But he probably is not aware of the fact that he—as one of the hundred millions who own this Government—is doing exactly that for which he denounces Mr. Ford.

Go into the post office, and you will find more than one, more than a thousand individuals like one with whom we talked yesterday, or like him whose letter is published herewith.

This man at best is not too highly paid. The United States Government is richer than Henry Ford, but less generous.

It does not pay its workers \$5 a day.

If Henry Ford took workmen out of his factory, sent them away to fight for him, made them give up safe, peaceful work

and risk their lives, and then cut their pay to almost nothing, he would indeed be deserving of denunciation.

But that is exactly what the Government of the United States does.

In striking contrast with the foregoing, practically every privately owned railroad in the United States is carrying those of its employees who have been recently called for military duty on the payroll at their regular compensation, which without further palaver or comment presents to our understanding, as we verily believe it does to the vast majority of railroad employees, the strongest possible argument against turning our railroads and the nearly 2,000,000 wage-earners who serve them over to the tender mercies of the politicians.

For this is exactly what Government ownership would mean.—*The Railroad Employee*.

#### Voice of the Newspapers

The newspaper editors generally are not making editorial comment evidently for fear of offending the employing class, their largest customers, but the following from *The Public* is quite pointed:

What has the Federal Government to do in the case of the threatened strike of the trainmen? Is the case similar to that of the garment workers? Hardly. The garment workers are private persons working for other private persons; all engaged in a business that is not a public business. Here the duty of the State Government is to keep the peace—nothing more, unless you wish to assert the principle that it is the duty of the State to establish equality of opportunity. That, of course, is conceded, but the first duty is to keep the peace. But the railroads are not wholly private affairs. They are public service corporations. They assumed obligations to the public when they accepted their franchises from the public. They entered into a contract with the people. They agreed to run trains, and carry the people and their freight. These were the conditions upon which they secured their franchises. These railways are engaged in interstate commerce, and hence are subject to Government regulation and control. The Federal Govern-

ment has its dealings with the railway companies, not with their hired men. Strictly speaking, it is not the public's business what wages the companies have to pay in order to get men to work for them. It is the business of the public to compel the railway companies to run their trains regularly and uninterruptedly. "But," it may be said, "if the Government were to enforce this obligation, and compel the companies to run their trains, they would be obliged to yield to the men." Well, what of it? That is one of the risks the railway companies assumed when they accepted their franchises and became common carriers. If the Government were to permit these companies to abandon their obligations to the public while they fought out their quarrels with their hired men, then indeed the Government would be taking sides—taking sides with the companies against the men. The case is clear. The first duty of the Government is to force the companies to perform their public obligations. Will it bankrupt the companies? We don't know. That is another matter. Must they charge higher rates, if they yield the shorter hours demanded? That is a question for the Interstate Commerce Commission to settle. That comes later.—C. J. BUELL, in *The Public*.

#### Government to Run Trains if Men Strike

J. J. Keegan, Commissioner of the United States Department of Labor, predicted that the United States Federal Government will immediately seize and operate all the railroads in case the threatened strike of the four great Brotherhoods materializes. He says Government ownership of the railroads would undoubtedly be the next step. Keegan would not say that plans had already been formulated for such Government action, should the emergency arise, but did declare that, according to his information and belief, the step would be inevitable.

Keegan also pointed to the fact that the Interstate Commerce Commission has been quietly appraising the valuations of the railroads of the United States and declared that the Federal Government as a result is better prepared than ever be-

fore to assume the responsibility of Government ownership. . . .

The foregoing press dispatch from the *New York Journal* of July 17 is, without prejudice of comment, commended to the thoughtful attention of those employees of railroads who believe with the *employee* that Government ownership would spell the beginning of the end of that independence of thought, action and example which at present so noticeably characterizes the railroad service of this country under private ownership, in addition to destroying for all time the efficiency of the great protective organizations of railroad labor. — *The Railroad Employee*.

#### Illinois Manufacturers' Association

In opposing legislation intended to better conditions of working women the Manufacturers' Association of Illinois declares:

"Political economy teaches us that wages are determined by the law of supply and demand and that the employer cannot fix wages. If he cannot and does not fix wages, he cannot be held responsible for 'unfair wage, so far as such may exist.' "

Writing in the *Cigar Makers' Official Journal*, President Perkins of that organization says:

"The sophistry and falsity embodied in the above statement require no further comment. It is a plea of not guilty. Under this system of philosophy the political economists of Great Britain contended the manufacturers could not be held responsible for the wretched condition of the factory operatives, which prevailed 70 years ago. Let everything alone; no interference! was their motto, and with trade unionism in infancy, mustering less than 80,000 members, pauperism became rampant till the work-houses (poorhouses) sheltered approximately 1,000,000 people.

"The political economists held that human labor was a commodity, subject to the laws of supply and demand, the same as other commodities. This abstract theory was not based upon actual conditions. Goods, wares, merchandise, the produce of the land and manufac-

tures are classified as commodities. They can be warehoused, chattel mortgaged, sold at auction or at private sale and shipped to all parts of the globe.

"The slave prior to the Civil War was a chattel, subject to the laws that govern commodities.

"The free laborer was never a commodity; he could not be sold at auction to the highest bidder.

"The doctrinaire, be he a socialist or a trade unionist, if he still clings to the discarded philosophy that free labor was a commodity or is still a commodity, subject to the so-called laws of supply and demand, in reference to the rate of wages, etc., then, indeed, his mind is marooned in the midst of a speculative philosophy, devoid of reason and common sense.

"The history of the trade union movement has demonstrated beyond doubt that bills of prices and the rate of wages can be maintained in periods of depression, when the labor market is glutted, by the payment of out-of-work benefits, and the energy and resistance imparted by education and unity of action." — *The Union*.

#### The Unceasing Conflict

In the period 400 B. C., according to history, the greater portion of the work of the known world was done by slaves, who were considered by their overlords to be not humans, but mere beasts. But the slaves rebelled against the contempt and cruelty of their owners, and wars resulted.

Centuries elapsed before it was definitely decided that the slave was a human being, and not a mere feelingless automaton, to move at the command or caprice of his master. Arguing on that basis, some reformers are of opinion that further centuries will elapse before the workers of the world establish their economic freedom.

Until four centuries ago, roughly speaking, the world was practically divided between the masters and slaves, and even now the difference is not marked. The trouble is that only the thoughtful wage-slaves realize this fact. Economically,

the workers of today are still far from being free.

The great strikes of slaves, of which there are accounts dating back almost as far as the story of man, have demonstrated that, once the endurance point has been passed, there has been a revolution. Slavedom, serfdom and wagedom are eras, and just as surely as one gave way to the other, so surely will wagedom, in its turn, give birth to a successor. Workers have been at war with their masters from the beginning of life, and no one dare say that the line of demarcation is narrowing. On the contrary, the fight is becoming more bitter. It only requires that realization should strike the wage-slaves that they outnumber their task-masters by one hundred to one, to see the entire system changed. Education and organization will bring it about, and maybe sooner than is generally thought. — *Coast Seamen's Journal*.

### Double-Tongued Capitalism

We have often brought out in this column the fact that capitalism speaks with two voices, one when it is dealing with the general public, and another when it is expressing an opinion strictly for capitalist consumption. The recent British blacklist of American firms, which has brought them within the scope of the "trading with the enemy" act, so far as traders domiciled in the United Kingdom are concerned, is played up in the ordinary press as a thing all Americans ought to indignantly resent as an outrage on American "rights," etc.

For example, the *World* after editorially excoriating the British Government, winds up as follows:

In view of the long-continued British aggression upon our commerce and the flagrant violations of our mails, not much time should be wasted in argument over this latest expression of hostility.

The time to meet it is now. The power of this country to inflict injury upon England is so enormous that we can only feel amazement at the folly of a ministry which, by its misuse of sea power, seems deliberately to have invited retaliation.

This is for the consumption of the

"man in the street" and for the purpose of getting him "all het up" over the outrage. We have enormous power for injury. Let us teach these fools a lesson. Let us give them the retaliation they have invited. And the man in the street says, "Sure thing! Why not sock it to them?"

Then comes the *New York Journal of Commerce*, speaking editorially, not for the *hoi polloi*, but for the American business man. It urges him not to "fly off the handle."

This thing isn't an outrage at all. The British Ministry hasn't committed any act of folly. The government of Great Britain is only forbidding its own subjects to trade with certain people, and is quite within its "rights."

It continues:

Great Britain has an undoubted right to control the trade of its own people and those domiciled within its realm, however that may incidentally affect the trade of other nations. It may have a policy of free trade or of protection or of prohibition, if national interest or emergency requires it; but it cannot impose that policy upon others. Others may suffer by it; but that is the inevitable result of any serious interference with the foreign trade of a country.

In the above we have the sober advice of the business journal to the business man. In the other, what is sometimes called "pandering to the passions of the mob." The *World* is "patriotic." The *Journal of Commerce* merely "business."

The latter publication even traverses the claim of the *World* that we can inflict "enormous injury" on the British capitalists by retaliation. It says on this point:

Talk about the injury to "American trade" cannot be taken very seriously considering the enormous benefit to American trade that has come for the time being from the Allies.

That is, we could inflict "enormous injuries" on the British, but only at the cost of "enormous benefits" to ourselves. So, being practical business men, we won't do it. We dare not, though we undoubtedly could, if other considerations did not stand in the way.

So the *Journal of Commerce* virtually tells us that what the *World* says "cannot be taken very seriously." And it isn't. Not by practical business men, who scorn sentiment and even "patriotism" when they interfere with business. The readers of the *World* and like publications may take what it says seriously, but it matters nothing about what they have been told to think, or think they think. They don't count.

This is the game that has been worked on the masses ever since the war broke out. There has been one form of message for them, whether it be "pro-Ally" or "pro-German," and another for those on the inside, the business element. And the contrast between what the *World* and the *Journal of Commerce* say on the British blacklist is, perhaps, one of the most striking illustrations of that fact that could possibly be given. — *N. Y. World*.

#### Defends Union Organizers

Mayor Lloyd, of Menominee, Mich., draws a sharp distinction between a person employing a lawyer residing in another city and a body of unionists asking an organizer from another city to assist them.

At a meeting of the common council Mayor Lloyd insisted that these organizers should be driven from the city because Menominee workers, who are now on strike, can receive sufficient advice from the professional and business interests located here. In reply to a query, the mayor replied that he had employed attorneys from outside the city.

"That is just what the workers have done," answered the councilman. "They want the advice of men who have made a study of labor conditions and therefore have sent for these organizers." The city council has ordered the chief of police to order from the city gunmen and strikebreakers who have been employed by the Manufacturers' Association, and to appoint such extra police as is necessary to protect life and property.

In its resolution the council says it has good reason to believe these men, "commonly known as strikebreakers or gun-

men," have been imported into the city to act in concert by use of force and violence in the exercise of their plans to break a strike now prevailing here, which is conducted in an orderly manner and within the law.

The city lawmakers declare they are apprehensive that unless the police power of Menominee is invoked, riots and turbulence, with all their fearful consequences, will be the inevitable result of the visit of these thugs.

When council adjourned Mayor Lloyd had failed to see any similarity between the two positions. — *Weekly News Letter*.

#### Compensation Law Effective

After running the gauntlet of state legislatures and various Kentucky courts the State Workmen's Compensation Act became effective last Tuesday.

The law provides for a compensation equal to 65 per cent of the average weekly earnings, but not less than \$5 per week nor more than \$12, with ordinary medical fee not to exceed \$100. An additional fee of \$100 is provided in cases where employees will submit to radical surgical operation necessitated through the appearance of hernia (rupture), provided that this affliction did not exist in any degree prior to the injury for which compensation is claimed. No claim for compensation shall be assignable, and compensation and claims shall be exempt from creditors. The act provides for a compensation of \$4,000 in case of death and \$5,000 under the total disability clause. — *Weekly News Letter*.

#### What Is "Good Government?"

The official paper of the Bricklayers' International Union says:

"If good government were possible through the medium of law, the United States, individually and collectively, would have reached the millennium, for the reason that we have been passing laws to fit every kind and sort of condition. Good government does not come that way. Every reform in history has come up from the people, not down through law-making power to the people. The future of this country rests with



the great common people—the every-day man who never gets into the newspapers but who does his day's work and raises his family and lives his life. He is the man who is the court of last resort. His ideals are growing higher every year. And as he raises his standard so the standards of the State are raised, for he is the State."—*Weekly News Letter*.

### N. Y. Street Car Strikes End

All the street car strikes in New York are over, and the customary service was resumed on the lines in all boroughs.

Organizers of the Amalgamated Association of Street and Electrical Railway Employees hastened their efforts to induce all the employers of the subway lines, the elevated and Brooklyn Rapid Transit System to join the union.

It was estimated today that the strikes on the various lines had cost the companies \$600,000. — *Cleveland Plain Dealer*.

### 5,000,000 Held in Prison Camps

More than 5,000,000 prisoners, double the number of men engaged in any previous war that the world has known, are now confined in prison camps of the belligerent nations, according to Dr. John R. Mott, general secretary of the International Committee of the Young Men's Christian Association, who arrived in New York on the Danish steamship Oscar II from Copenhagen.

Dr. Mott left here in May for Russia, and has visited the prison camps of nearly all the countries at war.

Dr. Mott said that of the prisoners, Germany has the greatest number, approximately 1,750,000. Russia, with about 1,500,000, comes next, then Austria with 1,000,000, followed in order by France, Italy, Great Britain and Turkey.

Russia's prisoners, he added, are rapidly increasing, more than 400,000 having been added to the camps since the beginning of the last Russian drive. In six weeks, Dr. Mott added, 230,000 passed through Kiev.

"I found," Dr. Mott said, "that reports as to the treatment prisoners of war were receiving have been greatly exaggerated.

In all the countries the prisoners receive virtually the same food and care that the armies of the respective countries do. Everything possible is done for their comfort and their health.

"We have forty-five American secretaries working among the various armies, and I hope to increase this number shortly. The work is the general army Y. M. C. A. work, looking after the men's mental and physical wants."—*Cleveland Plain Dealer*.

### United States Buys Danish West Indies

The Danish West Indies have been, it was reported recently, purchased by the United States from Denmark for \$25,000,000. A treaty closing the transaction will be signed and immediately sent to the Senate, and it is understood that the treaty is certain to be ratified by the Danish parliament. The islands, three in number—St. Croix, St. Thomas and St. John—have a total area of 138 square miles and a population, mainly colored, of 27,086. Naval officers have long regarded it as important that the islands should not be allowed to fall into hands unfriendly to this country.

### Canadian Railway Board of Enquiry

The commission appointed by the Canadian Government to canvass the railway situation in the Dominion is to be known as the Railway Board of Enquiry. The membership is to consist of Alfred H. Smith, president of the New York Central system, chairman; Sir Henry Drayton, chairman of the Canadian Railway Commission, and Sir George Paish, editor of *The Statist*, of London. A statement by Premier Borden summarizing the scope of the commission's work indicates that the inquiry will have reference to the following matters: (1) The general problem of transportation in Canada. (2) The status of each of the three transcontinental railway systems, the Canadian Pacific, the Grand Trunk Pacific and Grand Trunk, and the Canadian Northern, having special reference to the following considerations: The territories served by each system and the service which it is capable of performing in the general

scheme of transportation; physical conditions and capacity; methods of operation; branch lines, feeders, and connections in Canada; connections in the United States; steamship connections on both oceans; capitalization, fixed charges and net earnings, having regard to present conditions and probable future development. (3) The reorganization of any of the said railway systems, or the acquisition thereof by the state, and in the latter case the most effective system of operation. (4) All matters which the members of the board may consider pertinent or relevant to the general scope of the inquiry.—*Railway Review*.

#### Bill Will Militarize New Zealand Workers

The Massey-Ward bill for militarizing New Zealand is before Parliament. If it is passed, a system of almost absolute militarism will be established here. The new bill destroys democracy and sets up a monstrous military rule.

Under its provisions Parliament is stripped of many of its important functions, the Cabinet is made a dangerous oligarchy, and the functions of the court-martial are extended. The bill converts the honest, conscientious objector or critic of the Government into a criminal, and confronts him with the threat of death for his actions or utterances.

The bill provides for compulsory conscription, and jail terms for those who resist such drafts may be made. Every boy of 20 or over would be forced to serve.

Against these efforts to Prussianize New Zealand, and to take from the workers their hard-earned liberty, the entire labor movement is fighting one of its biggest battles, and it is prepared to fight to the last ditch.—*N. Y. Call*.

#### Railway Labor Troubles in Spain

The striking railway employees of Spain have agreed to submit their differences with the railway companies to arbitration. The Northern Railway, however, failed to reply to the Government's proposals that the controversy be submitted to arbitration. In consequence, the cabinet, on July 18, resolved to submit the whole question of the strike to the Insti-

tute of Social Reforms, whose decision, it is announced, will immediately be applied by the Government.—*Railway Review*.

#### Rational Beings?

People were appalled at the havoc wrought by the accidental explosion in New York harbor. Yet had the munitions gone to their destination, and been used as intended, they would have caused the death of not only scores of human beings merely, but of thousands. Parliaments would have voted thanks to generals, statesmen would have congratulated each other, and bishops would have sung *Te Deums* to Him who commanded: Love ye one another. And it is said that man alone of all the animals is endowed with a moral sense!—*S. C., in the Public*.

#### Efficiency Test on the Pennsylvania

The Pennsylvania Railroad has compiled a record of efficiency tests for the first six months of 1916 on the lines east of Pittsburgh. "From January 1 to June 30 of this year, a total of 2,496,504 tests and observations were made to determine how well signals were being obeyed and the train operating rules followed. The results showed perfect performance in more than 99.9 per cent of the cases. To be exact, in only one instance in each 1244 trials was there any failure to follow implicitly the signal indications or to obey the regulations governing train operation. These efficiency tests are conducted under the strictest rules. For instance, if an engineman runs his locomotive one foot past a "stop" signal, his action counts as a failure. In the period during which these tests were made, 76,700,000 passengers were carried on the lines east of Pittsburg, and not a single one was killed in a train accident. The Pennsylvania Railroad's eastern lines now have a continuous record of 3½ years during which better than 99.9 per cent of perfection has been shown by 16,658,649 tests of the efficiency, fidelity and discipline of the men who operate the trains. In that period 396,000,000 passengers have been carried on the lines east of Pittsburgh, Erie and Buffalo, and not one has lost his life in a train accident."—*Railway Review*.

# THE JOURNAL

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**CHARLES H. SALMONS** - Editor and Manager

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THE GARDNER  PRINTING CO.  
CLEVELAND, OHIO

SEPTEMBER, 1916

## The Eight-Hour Controversy

The four heads of the Orders in train service gathered in New York early in August to count the votes for and against instructing the Grand Officers to press the demand for an eight-hour day to the limit of a strike if need be; not a pleasant duty, but one that had been assigned to them by members of each of the four Orders assembled in their regular convention; they are:

W. S. Stone, G. C. E., B. of L. E.; W. S. Carter, B. of L. F. & E.; A. B. Garretson, President O. R. C., and W. G. Lee, President O. R. T., with more than 600 chairmen representing the various local factors of the 400,000 employees, gives some indication of the great importance of this nation-wide movement.

A body of representative laboring men loaded with a responsibility never before equaled by any factor of organized labor, with their dependents a million and a quarter of the American people, seeking bettered conditions through the only

means available, as they knew by the experience of the past fifty years the struggle has been going on.

## INTIMIDATION

Preceding and during the voting of the members, many of the railway officials circulated letters making a plea for the company, and asking them to sign and return to the officer, stating whether they will be loyal to the company in case there is a strike. In a sample before us, the letter says: "Employees who remain continuously in the service will be placed at the head of the respective service roster in order of their present relative positions therein, and will hereafter be considered the senior employee of the company."

"Employees who join in the strike do, by such action, leave the company, and in so doing all rights and privileges as employees cease." Letters were sent to trackmen and all classes, each evidently fearing a discharge if they did not answer that they were loyal, coercive as they were intended, but if it had any effect, it was to make more votes to sustain the labor representatives in carrying their demands to the limit, as the vote was reported as over 94 per cent for a strike if that became necessary.

One list said to contain 16,000 names was sent to Washington from Chicago, but the general knowledge of how they were obtained negated any influence with those it was sent to, and certainly had no influence with the labor representatives.

## THE U. S. CHAMBER OF COMMERCE

Harry A. Wheeler, member of the United States Chamber of Commerce lobby, and chairman of its committee on railroads, sent a scare letter to the President and members of Congress, suggesting that "unless there is intervention as proposed in the Senate joint Resolution No. 145, or other governmental intervention on the part of the public, nothing will be left but for the men to indefinitely defer action, or to call a strike."

Resolution No. 145 emanated from the United States Chamber of Commerce lobbyists. The resolution provided for

an Interstate Commission to investigate the hours of labor on the railroads, etc., and to appeal to both sides to postpone further consideration of the eight-hour demand until this Commission reported. They were to report not later than Jan. 8, 1917.

This was opposed by the employees, and considered ill-advised as a political move, and the resolution was tabled, a very serious knock on the United States Chamber of Commerce, and the railroad managers who induced it.

A rousing meeting of members of the four orders, with the leaders and the 640 chairmen was held in the Amsterdam Opera House in New York when Frank P. Walsh, Chairman of the Committee on Industrial Relations, was the first speaker, and opened his address with a high compliment to W. B. Garretson for his work on the Federal Commission which investigated the conditions in Colorado. Turning to the subject of the hour he said in part, "I am not surprised to see men of all walks of life championing the workers in reply to the crooked publicity of the railroads for the last few months."

Referring to A. J. Wheeler of the United States Chamber of Commerce and noted Resolution No. 145, asking investigation by a Commission, he said: "The members of the four unions should hang their heads in shame if they surrendered their cause to any Federal Commission," and said: "If a referendum of all the people in the United States were held on the eight-hour work day, it would be no more necessary to count the negative votes than to count the negative votes of the members of the Brotherhoods on the eight-hour day." He said, "The men of the Chamber may be gauged by the fact that they voted ten to one in favor of repealing the Seamen's Act, while they would have as much chance of getting the repeal of the Seamen's Act as the repeal of the Ten Commandments."

Our Grand Chief was the next speaker, but the reporter slaughtered it and we will have to quote from the *Call*:

"Grand Chief Warren S. Stone, of the Brotherhood of Locomotive Engineers,

made the principal address for the four organizations. He said sixty-five directors control the 458 railroads on which the Brotherhood men are working. Fifteen banks control these directors and three big interests control the banks.

"The destinies of 400,000 men and 1,600,000 of their dependents are in the hands of twelve little groups of financiers. It is no wonder we came together for collective bargaining. We only borrowed a leaf from capital.

"He related some startling instances of how the public is endangered on railroad lines because men are forced to work long hours and until they cease to be vigilant.

"You hear much about the safety of the public on the railroads, he said. When you ride on a limited, somewhere ahead of you may be some tired overworked freight man, who has been on duty from sixteen to sixty hours. The records of the Interstate Commerce Commission show 69,000 violations of the Sixteen-Hour law last year.

"After years of struggle we got the Sixteen-Hour law, prohibiting the working of a railroad man more than sixteen hours. We thought we knew what the law meant, but we were mistaken. The railroads thought they had to work every man sixteen hours in every twenty-four and they did. The records of the Interstate Commerce Commission show violations of the law where men were on duty fifty, sixty and seventy hours."

"No man is safe after being on duty for thirty or forty hours. If the public knew of the facts of the long hours of employment of men on the railroads, it would not tolerate such a condition for a day."

The next speaker was Dudley Field Malone, collector of the port of New York, and he got a rousing reception, and the speech as reported is very readable as it appears in the *New York Call*. He said in part:

#### MORE THAN A LIVING WAGE

"It is sound political economy, which the leaders of the railroad world in this country do not yet seem to realize, that the man who labors and toils and pro-

duces the wealth of an enterprise is entitled to more than a living wage. He has an indisputable right to a measure of comfort, a decent period rest from his labor, a fair opportunity to be with his family, and chance to get at least some of the simple pleasures out of the trying life he leads. This principle applies with peculiar force to the engineers, firemen, trainmen and conductors, whose work in running the railroads of this country is work of sacrifice, hardship, hazard, extreme vigilance and character, and irregularity of life. In the hands of these men lie the safety of the traveling public, and the security of the products of the trade and commerce of the country. The demand of the railroad employees in this controversy is simple and definite; namely, that they shall have an eight-hour workday and time and one-half for every hour in excess of the eight hours which they are compelled to work.

#### THE 16-HOUR LAW

"The present law which permits the railroads to work their employees 16 hours a day is an anachronism, the product of an unenlightened social and industrial viewpoint. It should be repealed. No man can work 16 hours a day continuously for long periods, as thousands of railroad employees are compelled to do now.

#### LABORING MEN MUST ORGANIZE

"Capital is inherently influential and powerful by the fact of possession. And to keep pace with it, laboring men must organize and stand together under honest and far-seeing leadership for the protection of its rights. Nearly all Americans travel; and because they know the efficiency and the high-grade type of character which is seen in the engineers, trainmen, firemen and conductors who man our trains, the American public will not believe that this great body of half a million loyal American citizens will wilfully, or except for great compelling economic cause, create industrial strikes and widespread public inconvenience. But since your demands are based on sound economy and justice, you are right to use the weapon of defiant and organized protest, not only that the pub-

lic may know the whole truth, but that you may serve the real welfare of the working people of the country."

The meeting was a stirring event, and the evidence of public approval of the eight-hour day very satisfying to the members.

#### GOVERNMENT OWNERSHIP OF RAILROADS

The subject of the appointment of an Interstate Commission to investigate the railroads and incidentally the employees who are demanding an eight-hour day led Senator Norris of Nebraska to declare that:

"Should the strike be called, he announced, he will seize the opportunity to advance the doctrine that private ownership of a public utility necessarily is opposed to the public interest.

"He will introduce a bill calling for the construction or purchase of a nationwide system—a line from the Atlantic to the Pacific, and from the Gulf to the Lakes. This he will propose to operate as a model utility, both as to treatment of the public in rates and to employees in pay.

"Watered stock is the great evil of railways," said Norris. "Many of them must earn interest and dividends on from two to five times their actual value.

"Nothing, therefore, is more unintelligent than to 'cuss' railroad managers. Simply hired men, they must operate with such economy toward their employees and with such a make-it-pay-regardless attitude toward the public that the surprise is that the blow-up has not come sooner.

"So long as the railroad managers must devote their every genius and their every atom of energy to earning dividends on values that do not exist, there is hanging over the traffic of this country—over its business life, its food supply, its milk trains that carry food for its babies—a sword.

"What I fear in government ownership is politics. To remedy that I would make it a jail offense for any Congressman or Senator to ask for the promotion of any employee once the government line was established.

"I would finance the line with a gov-

ernment issue of bonds and stock to be sold to all the people. If lines could not be purchased for a fair price I would build others."

#### NEGOTIATIONS RESUMED

The heads of the four organizations met the Managers' Committee on Aug. 9 at 4 o'clock, and again presented their eight-hour day proposition, and after a long night session, on the morning of Aug. 10, Elisha Lee, assistant general manager of the Pennsylvania Railroad, spokesman for the managers, read the following letter in reply to the renewed demand:

"The National Conference Committee of the Railways has again given most careful consideration to the matters in controversy between us and to all that has been said in our various conferences which began on June 1. We have also carefully considered the serious situation presented by the result of the strike vote of employees and the grave responsibility which rests on both parties to the conference to exhaust every honorable means to avoid the public injury which must inevitably result should you decide to exercise the power which the strike vote has placed in your hands.

#### BASIC CHANGES NEEDED

"After such consideration, it is our judgment that the proposals which the men have supported by their vote involve such extraordinary changes in operating methods and such radical revisions in established bases of compensation as to make it apparent that there is little probability of our being able to harmonize our differences of opinion unless this result can be brought about through the Federal Board of Mediation and Conciliation, which was created to assist the parties in just such circumstances as now confront us.

"The National Conference Committee of the Railways is as sincerely anxious as your committee can be to reach some amicable adjustment of the matters involved in the present controversy, but we are convinced that in the end we shall have to invoke the friendly offices of the Federal Board of Mediation. The un-

broken experience of the past ten years sustains us in this view.

"During that period in practically no large concerted movement has a conference committee of managers and a committee of your representatives ever been able to reach a final and complete adjustment of the matters in controversy between them, until after they had invoked the provisions of the Federal Mediation law. It seems to us that all the considerations that have existed in former controversies to prevent a settlement being reached by direct negotiations are present in an accentuated form in the present case.

#### FAVOR MEDIATION PLAN

"It is not open to question that whatever we can do by direct negotiations we can also do just as quickly and as effectively through mediation, and experience has demonstrated that a common ground could be reached through the mediators in cases where the parties have been wholly unable to reach such common ground through direct negotiations.

"Accordingly we propose that you join with us in an application to the United States Board of Mediation and Conciliation and invoke its services for the purpose of bringing about an amicable adjustment of the controversy."

#### MEDIATION NOT BETTER THAN NEGOTIATION

President Garretson, of the Order of Railway Conductors, in reply said that speaking personally he declined to join in the request for mediation.

"I am not a believer in toto in the same things that seem to have dominated your committee in framing your answer," said Garretson. "I don't believe mediation is better than negotiation between the parties directly in touch with each other. There is no necessity to go to a third party. Therefore we decline to join you in the request for mediators."

#### FEDERAL MEDIATION COMMISSION

With this new break in negotiations the mediators came from Washington, Judge Martin A. Knapp, W. L. Chambers and G. W. W. Hanger, and they held meetings with both factions, but did not relieve the situation; in fact, the situation

was very exasperating, the managers' committee, it was stated demanding that in any arbitration that is agreed to "the entire question of overtime and pay generally be considered as a direct question." That and other like propositions that would practically destroy present working conditions which have required years to obtain was the stumblingblock from the beginning.

#### THE PRESIDENT INTERVENES

The failure of the Commissioners to find a ground on which the contending forces would meet brought an invitation from President Wilson asking representatives of the Brotherhoods to meet him in Washington; the invitation was accepted and some 30 representatives left for the Capitol.

The Managers' Committee were also invited and responded, but no middle ground having been found, an invitation was extended to both the General Managers' Association and the whole body of the 640 representatives of the four Orders, and the scene of the negotiations was transferred to the Capitol.

The President submitted his proposition to the representatives of the four Orders, and it was accepted by them, but rejected by the General Managers, who were evidently following instructions received from their superiors, and the President extended an invitation to the presidents of the roads to come to the Capitol so that he could confer with all interests involved.

On their arrival the President submitted his proposition to the railroad presidents, and they upheld the managers, but took the subject under advisement over Sunday. President Wilson then issued a public statement which is reported by the Associated Press as follows:

#### AN EIGHT-HOUR DAY

"I have recommended the concession of the eight-hour day—that is, the substitution of an eight-hour day for the present ten-hour day in all the existing practices and agreements. I made this recommendation because I believe the concession right. The eight-hour day now undoubtedly has the sanction of the judgment of society in its favor and should be

adopted as a basis for wages, even where the actual work to be done cannot be completed within eight hours. . . .

#### COMPARES COST OF CHANGE

"The railroads which have already adopted the eight-hour day do not seem to be at any serious disadvantage in respect of their cost of operation as compared with the railroads that have retained the ten-hour day, and calculations as to the cost of the change must, if made now, be made without regard to any possible administrative economies or readjustments.

"Only experience can make it certain what rearrangements would be fair and equitable either on behalf of the men or on behalf of the railroads. That experience would be a definite guide to the Interstate Commerce Commission for example, in determining whether as a consequence of the change it would be necessary and right to authorize an increase of rates for the handling and carriage of freight (for passenger service is not affected)."

#### POSTPONE EXTRA PAY, PLAN

"I, therefore, proposed that the demand for extra pay for overtime made by the men and the contingent proposals of the railroad authorities be postponed until facts shall have taken the place of calculations and forecast with regard to the effects of a change to the eight-hour day; that, in the meantime, while experience was developing the facts, I should seek and, if need be, obtain authority from Congress to appoint a small body of impartial men to observe and thoroughly acquaint themselves with the results, with a view to reporting to Congress at the earliest possible time the facts disclosed by their inquiries, but without recommendation of any kind; and, that it should then be entirely open to either or both parties to the present controversy to give notice of a termination of the present agreements with a view of instituting inquiry into suggested readjustments of pay or practice.

"This seems to be a thoroughly practical and entirely fair program, and I think that the public has the right to expect its acceptance."

## PRESIDENTS STAND FOR ARBITRATION

The railroad presidents are reported as steadfastly upholding the managers' contention for arbitration of the whole question, the eight-hour basis of pay and the payroll itself, though no subject has been presented to them other than changing the length of the basic day from 10 to 8 hours.

Arbitration has lost its prestige with laboring classes the world over, because the power of money makes arbitration lean its way, and does not keep justice in the middle of the road.

George Pope, President of the National Manufacturers' Association, is reported as sending a telegram to the President, urging the principle of arbitration, but members of that Association in New York broke their contract and locked out 60,000 garment workers, and there was nothing to arbitrate. Labor organizations do not contend that arbitration is not a right principle, but that the application is one-sided, and usually leans toward the side which can offer the most, and labor is confined to service—not an attractive inducement.

President Ripley, of the Atchison, Topeka & Santa Fe, is reported as saying, "I hope the men will strike. If a small number of men can block the country's business, the country ought to know it—the sooner the better."

He declared that a strike would be broken in 30 days—an evidence that he was giving no thought to the country's business, a loss very many times greater than would accrue to the railroads—and then, would the country be rid of the few men? Not if history repeats itself, and there is every reason to suppose that it would.

## MORE CONFERENCES

President Wilson requested the absent railroad presidents to come to Washington so that all interests would be represented. They responded, met the President, appointed a committee of their own number to devise ways and means to defend their own interests—a very natural proceeding—and has the appearance of playing for time to bring all the influence possible from the employing class, with the view of loosening up the Inter-

state Commerce Commission for higher freight rates.

We have held the JOURNAL for three days, hoping the managers would accept the verdict of the arbitrator, the President of the United States, but feel that we cannot wait longer while the managers play their waiting game, so close the forms, sure that the President's proposition will ultimately be accepted and applied.

## THE NEW YORK WORLD

Generally the newspapers are shy of the strike subject, as the employing class are opposed to organized labor on general principles, and they are the best advertising customers; but there are exceptions, and among them the *New York World*. The Pulitzer family have a standing motto: "Never tolerate injustice or corruption, always fight demagogues of all parties, etc." In discussing the threatened strike, it says: "To President Wilson's practical proposal for a settlement of the differences between the railroad unions and the railroad managers, the railroad presidents make reply that the policy of arbitration is 'a fundamental principle.'"

"The *World* agrees with them. But what is arbitration? What has been going on in the White House day after day but arbitration, with the President of the United States as arbitrator? Each side has presented its case at great length. The President sat in judgment and after hearing all the arguments he has made what seems to us to be a fair and commonsense proposal.

"If this is not arbitration, what is it?

"The railroad unions went to the White House boasting that they would arbitrate nothing. President Wilson soon clubbed that arrogance out of them. The railroad managers then took the position that everything must be arbitrated, that no concessions whatever could be made as a preliminary to arbitration. They cannot maintain that position. The judgment of the country will not support them in the maintenance of this controversial vanity.

"President Wilson is dealing with a condition, not a theory. The railroad presidents are dealing with a theory.



"President Wilson insists that they shall put their theory to a practical test. How can they refuse?"

"On that issue public opinion is bound to sustain President Wilson."

We agree with Editor Pulitzer that the arbitrators' award must be accepted, and assuming that it is, and having settled upon putting to a practical test the shorter day by virtue of increasing the speed from ten miles per hour to twelve and one-half per hour, making overtime begin after eight hours instead of after ten hours, every member working in train service should do his utmost to get over the division of road within the new limit, make no overtime that can be avoided, and we suggest that every employee keep a record of each trip, and note the cause of every delay.

Overtime will be the meat of the controversy, and the causes of increased expense should not be left for one side to place the responsibility. Let the effort be united to make the shorter day a success by increased efficiency, and to establish the fact that the shorter day in train service produces as good results in the movement of freight, as it has in building the cars you haul, and if every one tries to make the new working conditions successful, *getting over 100 miles in eight hours* will become a settled practice, and all interests satisfied.

#### The Richmond Union Meeting

We know that the strike situation has taken the attention of all our members, and to prevent anyone forgetting, we call attention to the notice of the Richmond union meeting on pages 747, 748 and 749 August JOURNAL. The committees have provided for large numbers. The meeting is held in an interesting section and is sure to prove both pleasant and profitable. Don't forget the dates—Sept. 3 to 6, 1916.

#### LINKS

EMPLOYEES of the street railway systems of New York City, comprising 7,600 men, and including the New York Railway Co. and the Manhattan, Bronx and Westchester divisions of the Third Ave-

nue Ry., went on strike Sunday morning, August 6. The principal question at issue was as to the right of the employees to organize. The terms on which the strikes were settled include a recognition of the right of the men to organize without interference on the part of the companies, the promise of the right to select a committee of workmen to confer with the company, the adjustment of wages and working conditions by the aid of committees of employees and company officials or through arbitrators, and the return of the men to work without prejudice. The men in return promise not to try to enforce closed shop.—*Ry. Review.*

THE five great Brotherhoods held a picnic in Sunbury, Pa., on July 29. It was largely attended, and great interest was shown by the Brothers present, and all Brothers failing to attend the picnic missed half of their lives. Our papers cannot praise us enough on its success. Brothers came from all points east of Pittsburgh and Erie. Our paper estimates 7,600 present. The dancing pavilion and theatre were crowded until midnight, when all departed for their homes feeling that this was the best picnic and the largest day that the Rolling Park ever had. The weather was ideal for the occasion. All kinds of games were played in which many engineers took part, and showed that they could do more than run their engines. They were sports from the word go, especially at hitting the ball and running the bases. You should have seen the fat men's race, it was great; the best ever pulled off. The committees all worked hard and are the best in the land. Everything went on time and worked like clockwork. Some of the visitors said they would put Div. 250 up against the world for holding picnics and banquets. Come again, Brothers; we'll try and show you what Div. 250 is noted for. We can boast of being the second largest Division east of Pittsburgh and Erie, 249 members, and lots of material to work on, gaining members every meeting, several more to join at next regular meeting. Come and see our teamwork. We will not stop until we head the list; come and help us along.

M. E. WOLFE, S.-T. Div. 250.

A. B. Stickney, founder of the Chicago Great Western Railroad, died at his home in St. Paul after an illness of four weeks. He had been in declining health for several years. Intestinal trouble with complications was given as the cause of death.

Mr. Stickney, who was 76, was born and educated in Maine and later came to the Northwest, where he organized the Chicago Great Western Railway Company. He also was builder of branch lines of several other roads. Illness in 1908 caused his resignation as President of the Chicago Great Western.

Mr. Stickney took part in many activities to promote the commercial, social and educational welfare of the Northwest. One of his commercial projects resulted in the founding of the St. Paul Union Stock Yards Co.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

#### Mexican Members

The following members of the Mexican Divisions were transferred to the Grand Office to protect their membership; but if they wish to continue as members they must correspond with the First Grand Engineer, W. B. Prenter, before Oct. 1, 1916:

224—Thos. Brannon,	676—W. H. Cleveland,
S. L. Fowler,	J. R. Holliday,
A. H. Robinson,	A. Brown,
M. R. Keller,	H. A. Hobart,
J. G. Keller,	W. F. V. Newton,
J. D. McConaughy,	H. A. Heath,
676—C. R. Bircher,	J. Hamilton,
W. J. Durgitz,	H. Shaw,
J. W. Elliott,	O. P. Steven,
W. A. George,	J. E. Snyder,
H. J. Gullick,	

Wanted—Information regarding present location of Bethel C. Deaton. When last heard of was fireman on the Oregon Short Line Ry., about six years ago. Any information should be addressed to W. S. Stone, G. C. E., 1116 B. of L. E. Building, Cleveland, O.

Anyone knowing the whereabouts of Bro. A. M. Young, member of Div. 606, will confer a favor by corresponding with V. E. Musgrove, S.-T. Div. 606, box 232, Salem, Ill.

Wanted—To know the whereabouts of Ira S. Jones, who was fireman on Ft. Worth & Denver out of Wichita Falls about fifteen or sixteen years ago. Last heard from in Laredo, Texas, about fourteen years ago. Kindly communicate with his sister, Mrs. Pearl Jones McCants, 131 D street N. W., Ardmore, Okla.

Anyone knowing the whereabouts of Jas. Huber, member of Div. 55, who when last heard from in January was in Liverpool, England, but who intended returning to the United States soon afterwards, will confer a favor by corresponding with H. G. Doon, Ins.-Sec., Div. 55, 28 Washington Ave., Ogden, Utah.

Anyone knowing the whereabouts of Chas. R. Clemerson, who was last heard from about three years ago at Butte City, Mont., will confer a favor by corresponding with his mother at London, Ky.

Anyone knowing the whereabouts of Wm. L. Wade, son of one of our old engineers, who has been missing for several years, will confer a favor by corresponding with Frank Sutherland, 240 Chicago Ave., Oak Park, Ill.

Wanted—To know the whereabouts of Frank Agard, who was a member of Div. 236 and an engineer on the Pere Marquette; last heard from Sept. 5, 1915. He was working on building and bridge gang on Southern Pacific No. 14 in Concepcion, Cal. Kindly address his sister, Mrs. Wm. Thrall, Allegan, Mich.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Aug. 2, paralysis, Bro. E. W. Rowe, member of Div. 1.

Jackson, Mich., July 28, concussion of brain, Bro. C. H. Briggs, member of Div. 2.

Elyria, O., July 20, cardiac disability, Bro. Wallace Smith, member of Div. 4.

Marion, Ind., Aug. 3, apoplexy, Bro. Frank Miller, member of Div. 7.

Bloomington, Ind., July 17, paralysis, Bro. C. L. Rutherford, member of Div. 7.

Kansas City, Mo., July 22, kidney trouble, Bro. G. W. Ball, member of Div. 8.

Chicago, Ill., April 24, Bro. J. P. Smith, member of Div. 10.

Memphis, Tenn., Aug. 2, typhoid fever, Bro. O. E. Ramsey, member of Div. 23.

Tucson, Ariz., Aug. 1, Bro. F. M. Mahan, member of Div. 28.

El Paso, Texas, July 11, fractured skull, Bro. W. A. Linder, member of Div. 28.

Newark, O., July 31, engine turned over, Bro. John McKittrick, member of Div. 35.

Mattoon, Ill., Aug. 8, Bright's disease, Bro. A. S. Owen, member of Div. 37.

Williamsport, Pa., June 15, Bro. J. C. Dreshler, member of Div. 37.

Washington, Ind., July 31, heart failure, Bro. Jas. B. Murphy, member of Div. 39.

Louisville, Ky., July 26, diabetes, Bro. Theo. Welcome, member of Div. 39.

Philadelphia, Pa., July 30, uræmia, Bro. Byron G. Austin, member of Div. 45.

Centertown, Mo., May 10, arterio sclerosis, Bro. J. W. Cain, member of Div. 48.

- Connellsville, Pa., July 23, killed, Bro. R. M. Cooney, member of Div. 50.
- Devil's Lake, N. D., July 25, Bright's disease, Bro. Geo. A. Merrick, member of Div. 69.
- Harrisburg, Pa., July 11, dropsy, Bro. John Albright, member of Div. 74.
- Winnipeg, Man., July 27, chronic Bright's disease, Bro. Chas. Hammond, member of Div. 76.
- New Haven, Conn., Aug. 8, killed, Bro. Frank C. Cooper, member of Div. 77.
- Columbus, O., July 13, organic heart disease, Bro. Jas. Neiswander, member of Div. 79.
- Spencer, N. C., Aug. 3, injuries received in derailment, Bro. E. R. Foy, member of Div. 84.
- Norwood, N. C., July 14, pneumonia, Bro. J. F. Keever, member of Div. 84.
- No. Platte, Neb., April 14, auto turned over, Bro. Geo. E. Brown, member of Div. 88.
- Water Valley, Miss., Aug. 2, myocarditis, Bro. D. F. Newell, member of Div. 99.
- Danville, Ill., July 17, engine turned over, Bro. Chas. E. Everhart, member of Div. 100.
- Jackson, Mo., June 26, cancer, Bro. M. Daly, member of Div. 123.
- Peekskill, N. Y., July 14, arterio sclerosis, Bro. Chas. B. Robinson, member of Div. 145.
- Spirit Lake, Idaho, June 13, acute appendicitis, Bro. T. M. Skok, member of Div. 147.
- Spokane, Wash., July 23, cancer, Bro. B. C. Secord, member of Div. 147.
- Somerville, N. J., Aug. 4, complications, Bro. W. W. Snyder, member of Div. 157.
- Syracuse, N. Y., July 23, aortic stenosis, Bro. Wm. M. Frazier, member of Div. 169.
- Oswego, Ill., July 26, old age, Bro. J. W. Howe, member of Div. 176.
- Denison, Texas, Aug. 1, derailment of engine, Bro. J. T. Hollis, member of Div. 177.
- Oklahoma City, Okla., June 12, Bro. John Wood, member of Div. 182.
- Denver, Colo., July 19, heart trouble, Bro. Raymond S. Buell, member of Div. 188.
- Belleville, Ont., Aug. 3, valvular heart disease, Bro. P. Flagler, member of Div. 189.
- Fargo, N. D., June 13, septicemia, Bro. S. P. Olson, member of Div. 202.
- Macon, Ga., July 23, engine turned over, Bro. Jas. Ardan Young, member of Div. 210.
- Salt Lake City, Utah, July 31, general debility, Bro. Geo. M. Higgins, member of Div. 222.
- Syracuse, N. Y., June 20, cerebral hemorrhage, Bro. F. T. Burke, member of Div. 227.
- Chicago, Ill., July 29, heat prostration, Bro. John Hein, member of Div. 231.
- Ravenna, N. Y., July 16, typhoid fever, Bro. W. H. Curran, member of Div. 235.
- Eugene, Ore., Aug. 2, Bro. A. F. Barnard, member of Div. 238.
- Dennison, O., July 20, anemia, Bro. Samuel Burrell, member of Div. 255.
- Salida, Colo., Aug. 2, paralytic stroke, Bro. J. F. Peterson, member of Div. 262.
- Scranton, Pa., July 24, diabetes, Bro. Jas. Hanrahan, member of Div. 276.
- Bradford, Pa., July 31, cancer, Bro. C. N. Davis, member of Div. 290.
- Bradford, Pa., July 17, struck by train, Bro. Michael Murphy, member of Div. 290.
- Shelby City, Ky., July 24, insanity, Bro. H. B. McCord, member of Div. 289.
- Hallstead, Pa., July 11, organic heart disease, Bro. Geo. Lamb, member of Div. 306.
- Chapleau, Ont., Can., Aug. 7, Bright's disease, Bro. Frank E. Quade, member of Div. 319.
- E. St. Louis, Ill., Feb. 25, heart trouble, Bro. Wm. Swancutt, member of Div. 327.
- Niagara Falls, Ont., July 5, Bro. S. J. McKowen, member of Div. 337.
- Greensboro, N. C., July 12, apoplexy, Bro. A. G. Woodsum, member of Div. 339.
- Dayton, O., July 14, engine turned over, Bro. Frank B. Shobe, member of Div. 358.
- Atlanta, Ga., May 18, acute Bright's disease, Bro. W. M. Wing, member of Div. 368.
- Minneapolis, Minn., July 13, Bro. M. J. Sullivan, member of Div. 369.
- Birmingham, Ala., July 14, stricture of bladder, Bro. Alfred Coombs, member of Div. 386.
- Hamlet, N. C., July 19, intestinal trouble, Bro. Archie Taylor, member of Div. 435.
- Ft. Smith, Ark., July 18, appendicitis, Bro. J. M. Gates, member of Div. 445.
- Denver, Colo., Aug. 3, cancer, Bro. O. C. Oyler, member of Div. 451.
- Toledo, O., July 10, cirrhosis of liver, Bro. C. F. Inman, member of Div. 457.
- No. Chillicothe, Ill., Aug. 12, boiler explosion, Bro. N. C. Billington, member of Div. 458.
- St. Paul, Minn., June 3, nephritis, Bro. Joseph Yost, member of Div. 474.
- Parkersburg, W. Va., April 6, tuberculosis, Bro. H. C. Mayhall, member of Div. 489.
- Kansas City, Kans., Aug. 12, engine turned over, Bro. Wm. W. Hurlburt, member of Div. 491.
- St. Paul, Minn., June 14, peritonitis, Bro. E. A. Bennett, member of Div. 516.
- Valley Junction, Iowa, July 15, heart trouble, Bro. B. J. Owens, member of Div. 525.
- Richmond, Va., July 31, killed, Bro. W. F. Trevillian, member of Div. 532.
- Zionsville, Ind., Aug. 1, heart trouble, Bro. Edward Heiser, member of Div. 548.
- Ft. Wayne, Ind., July 22, sun stroke and apoplexy, Bro. J. E. Carray, member of Div. 548.
- Peru, Ind., Aug. 4, boiler explosion, Bro. W. J. Kinaman, member of Div. 548.
- Mahoningtown, Pa., July 15, apoplexy, Bro. Joseph Blair, member of Div. 555.
- Winnipeg, Man., Can., Aug. 1, tubercular meningitis, Bro. Walter Ritchie, member of Div. 583.

Lucerne, B. C., Can., April 28, rock slide on track, Bro. W. Pense, member of Div. 583.

El Paso, Texas, Aug. 2, complications, Bro. Wm. Oliver, member of Div. 591.

Albuquerque, N. Mexico, July 19, tuberculosis, Bro. J. W. Thomas, member of Div. 598.

St. Joseph, Mo., July 27, consumption of lungs, Bro. Otto W. Wagner, member of Div. 597.

Salem, Ill., July 29, drowned, Bro. S. H. Kelm, member of Div. 606.

Hornall, N. Y., July 22, heart trouble, Bro. Thos. Lynch, member of Div. 641.

Creston, Iowa, July 13, osteo sarcoma of spinal vertebrae, Bro. D. T. Connors, member of Div. 642.

Tamaqua, Pa., July 13, rheumatism, Bro. L. Baker, member of Div. 652.

Gordon, Pa., June 16, heart failure, Bro. John C. Wintersteen, member of Div. 652.

Harrisburg, Pa., July 11, drowned, Bro. John H. Paine, member of Div. 706.

Indianapolis, Ind., July 16, appendicitis, Bro. C. A. Wiese, member of Div. 712.

Toronto, Ont., Can., July 30, sunstroke, Bro. J. W. Findlay, member of Div. 728.

Akron, O., Aug. 12, heart trouble, Bro. Geo. W. Treen, member of Div. 741.

Sutherland, Sask., Can., July 1, killed, Bro. Alex McVicar, member of Div. 798.

Cambridge, O., May 13, killed by train, Bro. C. L. Johnston, member of Div. 809.

Blue Island, Ill., July 31, cancer, Bro. H. Chatterson, member of Div. 815.

Chicago, Ill., July 15, heart trouble, Bro. A. O'Donnell, member of Div. 815.

Edmonton, Alta., Can., June 5, killed in action in France, Bro. Frank W. Scott, member of Div. 817.

Springfield, Ill., July 26, laryngitis, Lance, son of Bro. Wm. Watson, member of Div. 720.

Louisville, Ky., July 29, cancer, Mrs. Ella Carroll, wife of Bro. M. J. Carroll, member of Div. 165.

Abbeville, S. C., Aug. 5, Mrs. R. G. Simmons, wife of Bro. R. G. Simmons, member of Div. 496.

Joliet, Ill., Aug. 6, Bro. Solomon Williams, member of Div. 478.

Brother Williams was nearing his 84th birthday. He was in railroad service over fifty years, and had been given honorary membership in the G. I. D. for long and faithful membership in the Order.

Oswego, N. Y., Aug. 3, 1916, Bro. Patrick Fennell, aged 75 years, member of Div. 152. Known more familiarly by our readers as "Shandy Maguire," who as a writer of poetry had long association with the JOURNAL. Brother Fennell's wife preceded him but a few weeks, and doubtless hastened his own last call. Our Rules prohibit obituary letters and poems, but we feel sure we will be excused in this instance for expressing our profound respect for our long-time friend and assistant in making the JOURNAL attractive, and adding as well a very appropriate poem, written by his life-long friend, Mr. John Taylor, local freight agent for the D. L. & W., in Oswego, which our Brother served so long as engineer and foreman.

# **PATRICK FENNELL—"SHANDY MAGUIRE"**

Today I stood beside the bier  
Of my dear friend of the past,  
And dwelt upon that long career  
So faithful to the last;  
In that calling which has placed his name  
Upon the honor roll,  
In that Brotherhood of railroad fame,  
Today from pole to pole.

Patrick Fennell (Shandy Maguire).  
Kind and broad of mind,  
A friend indeed in moments dire,  
And to the masses kind.  
This character of honest heart,  
With pride today I tell,  
Through life's dealings played his part  
Most nobly, true and well.

The pleasant dealings with my friend  
For six and thirty years,  
In memory's halls that tactful blend,  
Is responsible for my tears.  
He was ever ready at call or beck,  
When he got the word to go,  
Night or day in charge of wreck,  
Or in winter's fighting snow.

And as I glanced that form o'er,  
I saw with exultant pride,  
Treasured medals and honors of yore  
On his breast and by his side,  
Priceless gifts from that Brotherhood grand  
Presented with good will,  
For noble deeds of that pen and hand,  
Today in peace so still.

At the gatherings of that army strong.  
The Locomotive Engineers,  
His name and works, prose and song.  
Brought loud and lasting cheers.  
He was the idol of the day,  
He knew no East or West,  
In each lineup or grand array,  
He was the honored guest.

His rhymes and rhapsodies of the rail  
Are monuments to his name -  
Humor and wit, lament and wail,  
The pen work of his fame.  
During resting moments in the business strife,  
He loved to grasp the quill,  
To add sunshine to the road of life,  
With expressions of good will.

At home a loving husband,  
A father kind and true;  
Through life he ever toiled and planned,  
Home crosses to subdue.  
Then as we place near Ontario's roll,  
That form we loved so well,  
Our locomotive bells today do toll,  
Bidding "Shandy" a last farewell.

Oswego, N. Y., Aug. 7, 1916. —JOHN TAYLOR.

## **ADMITTED BY TRANSFER CARD**

### **Into Division—**

- 1—H. Shobbrook, R. H. Hoskins, David Broughton, Fred. Huxter, G. L. Tuck, from Div. 812.
- 5—J. H. Percy, from Div. 81.
- A. C. Layton, from Div. 692.
- 63—Joseph P. Brennan, from Div. 59.
- 74—J. A. Evans, from Div. 45.
- E. H. Earhart, from Div. 459.
- 75—Nils Nilssen, from Div. 756.
- 78—Joseph Lubber, from Div. 215.
- 152—M. T. Robinson, from Div. 227.
- 190—H. T. Smith, from Div. 101.
- 198—Emmett B. McMillon, from Div. 129.
- 220—O. R. Brewer, J. P. Romans, from Div. 19.

**Into Division—**

- 264—E. E. Taylor, from Div. 370.  
 277—A. McNeil, from Div. 165.  
 281—W. B. Dyess, from Div. 827.  
 288—E. R. Burke, from Div. 421.  
 296—C. P. Colvin, from Div. 768.  
 318—Chas. A. Hillman, from Div. 148.  
 487—H. W. Weber, from Div. 807.  
 489—F. M. Brimer, A. F. Baxter, Robert Harding,  
 W. R. Cundiff, J. A. Blanton, from Div. 829.  
 527—R. R. Pyle, from Div. 359.  
 553—V. L. Whitlow, from Div. 839.  
 600—T. R. Hoyt, J. W. Skinner, from Div. 146.  
 657—D. H. Ball, J. M. Houlding, from Div. 320.  
 660—H. G. Beyers, from Div. 766.  
 669—W. E. Abbott, from Div. 620.  
 724—E. B. Buckley, from Div. 100.  
 728—W. H. Lewis, from Div. 308.  
 767—D. W. Bowden, from Div. 171.  
 801—W. H. Payne, from Div. 677.  
 837—J. G. Gosson, from Div. 469.  
 J. Stewart, J. H. McMorran, from Div. 728.  
 847—H. S. Tenny, from Div. 843.  
 F. D. Comer, E. R. Winters, from Div. 796.  
 864—D. Ferguson, from Div. 784.

**WITHDRAWALS****From Division—**

- 29—H. H. Sands.  
 152—L. R. Clark.  
 161—C. R. Haymon.  
 180—J. Fyten.  
 228—J. P. Nellis.  
 247—H. A. Gillander.  
 286—Jas. Hutchinson.  
 299—B. F. Carpenter.  
 322—Peter Robinson.

**From Division—**

- 391—Fred A. Neely.  
 497—T. P. Newsome.  
 531—W. B. Babin.  
 583—J. N. Sanders.  
 723—C. Quantie.  
 786—B. T. Smith.  
 827—J. R. Smith,  
 J. L. Gray.

**REINSTATEMENTS****Into Division—**

- 12—J. M. Brown.  
 53—B. F. Twible.  
 75—John J. Bauer.  
 116—A. G. Kissick.  
 Alfred Baker.  
 165—Geo. F. Larkins.  
 210—L. C. Dickinson.  
 R. L. Morrison.  
 W. J. Mathews.  
 251—Frederick Broughton.  
 262—S. E. Cutler.  
 296—Chas. Younggreen.  
 M. S. Canfield.  
 299—P. J. Damerell.  
 309—Wm. B. Thomas.  
 380—Ed. Bogen.  
 366—A. B. Chopin.  
 400—Charles E. Lane.  
 409—B. F. Newman,  
 J. G. Hardy.

**Into Division—**

- 409—R. T. Hayes.  
 463—Geo. Shelby,  
 Wm. H. Goins.  
 514—W. L. Northern.  
 535—F. Weston.  
 G. W. Blackburn.  
 591—C. L. Adams.  
 626—Wm. B. Berger,  
 J. E. Murphy.  
 744—Arthur Crosby.  
 786—J. C. Fruitticher.  
 788—J. G. Sheehan,  
 W. A. McMurray.  
 818—J. V. Manning,  
 M. J. Allen.  
 857—A. Long.  
 J. J. Bartholomew,  
 S. W. Hemphill,  
 C. C. Jones.

**EXPELLED****FOR NON-PAYMENT OF DUES****From Division—**

- 7—Jas. Kerwin.  
 252—W. H. McKnight.  
 255—E. M. Cresap.  
 493—E. A. Price.  
 643—J. W. Cole.

**From Division—**

- 643—P. J. Hahn.  
 753—D. Castonguay.  
 805—N. M. Conger.  
 896—B. F. Little.

**FOR OTHER CAUSES****From Division—**

- 37—C. O. Stuck, forfeiting insurance.  
 58—Claude L. Ayer, forfeiting insurance.  
 60—R. A. Thomas, W. W. Betta, forfeiting insurance.  
 82—O. J. York, non-payment of insurance.  
 129—J. M. Baker, violation Sec. 52, Statutes.  
 161—J. F. McCarthy, violation Sec. 35, Standing Rules.  
 162—Geo. W. Styles, forfeiting insurance and not corresponding with Division.  
 207—A. L. Pyron, forfeiting insurance.  
 225—H. J. Jennings, non-payment of insurance.  
 233—W. R. Wilson, W. W. Wiles, forfeiting insurance.  
 256—D. N. Sigman, Adam Dennison, R. H. McGregor, non-payment of dues and assessments.  
 259—Wm. Appgar, forfeiting insurance.  
 267—J. L. Colvill, forfeiting insurance.  
 271—W. E. Sullivan, forfeiting insurance.  
 291—L. G. Traylor, violation Sec. 52, Statutes, and unbecoming conduct.  
 295—H. E. Smith, forfeiting insurance.  
 296—F. O. Fleming, non-payment of insurance.  
 307—Chas. Cheek, forfeiting insurance.  
 310—H. E. Mitchell, forfeiting insurance.  
 317—Wm. M. Daniels, S. J. Irby, violation Sec. 52, Statutes.  
 328—Robt. C. Campbell, non-payment of insurance.  
 353—J. H. Walker, failing to pay insurance.  
 446—John Rueb, T. J. Ford, violation Sec. 35, Standing Rules.  
 449—J. C. Beck, violation Sec. 52, Statutes.  
 456—G. L. Saint Sing, J. A. Hasta, forfeiting insurance.  
 464—Roy Hilderbrand, violation of obligation.  
 483—F. L. Ryan, non-payment of assessments.  
 496—H. J. McGrade, non-payment of insurance.  
 658—R. J. Chambers, forfeiting insurance.  
 682—R. S. Dorton, forfeiting insurance.  
 683—F. R. Webber, forfeiting insurance.  
 706—W. N. Dykes, non-payment of dues and assessments.  
 786—C. W. Clark, failing to correspond with Division.  
 790—Geo. W. Rowland, forfeiting insurance.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG. CLEVELAND, O.

**The B. of L. E. Journal.****CHANGE OF ADDRESS.**

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## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 375-379

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1126 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Sept. 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.50 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
292	Geo. E. Norton...	31	102	Mar. 22, 1911	June 25, 1916	Tuberculosis.....	\$1500	Nellie Norton, w.
293	Chas. S. Lunn...	37	213	Dec. 1, 1907	June 26, 1916	Appendicitis.....	3000	Matilda O. Lunn, w.
294	C. F. Inman.....	42	457	Feb. 23, 1913	July 10, 1916	Cirrhosis of liver....	1500	Orpha Inman, w.
295	A. G. Woodsom....	50	339	Nov. 9, 1902	July 12, 1916	Apoplexy.....	750	Sallie Woodsom, w.
296	John Albright....	53	74	June 14, 1896	July 11, 1916	Acute dilata'n of h't.	3000	Barbara Albright, w.
297	John H. Jensen....	41	96	Oct. 15, 1906	June 29, 1916	Tuberculosis.....	4500	Mabel E. Jensen, w.
298	Jas. Neiswander....	57	79	Feb. 19, 1906	July 13, 1916	Acute dilatation heart	1500	Mary Neiswander, w.
299	John W. Cox.....	46	475	Oct. 4, 1899	July 9, 1916	Smallpox.....	3000	Irene Cox, w.
300	Frank E. Slayton..	58	2	Mar. 22, 1897	July 5, 1916	Auto intoxication....	3000	Mother and son.
301	W. F. Pourcellie..	68	48	Sept. 13, 1881	July 18, 1916	Right leg amputated	3000	Self.
302	R. J. Irwin.....	58	282	Oct. 14, 1900	July 4, 1916	Nephritis.....	1500	Mary E. Irwin, w.
303	Chas. E. Davis....	55	425	Apr. 1, 1899	May 4, 1915	Blind left eye.....	3000	Self.
304	T. N. Leach.....	62	481	Oct. 20, 1891	July 15, 1916	Heart failure.....	1500	Children.
305	C. E. Everhart....	51	100	Nov. 1, 1908	July 17, 1916	Killed.....	1500	Maud Everhart, w.
306	E. B. Fortney....	48	214	Jan. 6, 1902	July 18, 1916	Sarcoma of jaw.....	750	Katie Fortney, w.
307	J. M. Gates.....	61	445	Aug. 6, 1896	July 18, 1916	General peritonitis..	4500	Rennahr Gates, w.
308	R. S. Buell.....	47	186	Jan. 10, 1914	July 19, 1916	Endocarditis.....	1500	Mantie H. Buell, w.
309	Wallace Smith....	60	4	May 1, 1904	July 20, 1916	Cirrhosis of liver....	1500	Emily Smith, w.
310	Jas. A. Young.....	48	210	June 4, 1916	July 23, 1916	Killed.....	1500	Jennie Young, w.
311	Anth'y O'Donnell..	55	815	Nov. 9, 1890	July 15, 1916	Heart failure.....	3000	Mary O'Donnell, w.
312	M. Murphy.....	43	280	Oct. 13, 1902	July 17, 1916	Killed.....	1500	Elizabeth Murphy, w.
313	Henry W. Lee.....	59	456	Sept. 6, 1897	July 20, 1916	Bright's disease....	1500	Wife and children.
314	A. E. Clermont....	79	27	Aug. 15, 1885	July 21, 1916	Suicide.....	4500	Annie E. Clermont, w.
315	Samuel Burrell....	44	255	Nov. 13, 1904	July 20, 1916	Addison's disease..	3000	Elizabeth Burrell, w.
316	P. H. Marquis....	39	489	Apr. 30, 1913	July 16, 1916	Suicide.....	1500	Fred H. Marquis, b.
317	J. S. McKowen....	63	337	Sept. 11, 1892	July 5, 1916	Heart disease.....	1500	Mrs. Sarah McKowen
318	Chas. Hammond....	65	76	Dec. 19, 1898	July 27, 1916	Bright's disease....	1500	Mary J. Hammond, w.
319	B. C. Secord.....	63	147	Feb. 18, 1900	July 23, 1916	Cancer of stomach..	1500	Lena Secord, w.
320	John E. Carray....	45	543	Aug. 23, 1904	July 22, 1916	Apoplexy.....	3000	Almira Carray, w.
321	S. H. Kelm.....	39	606	Apr. 3, 1904	July 29, 1916	Drowned.....	3000	Amanda Kelm, w.
322	L. C. Rutherford..	61	7	Oct. 12, 1902	July 17, 1916	Cerebral hemorrhage	1500	L. J. Rutherford, w.
323	C. B. Robinson....	86	145	Aug. 4, 1871	July 13, 1916	Arterio sclerosis....	3000	Cath'ne Robinson, w.
324	Lewis Baker.....	86	652	Mar. 13, 1893	July 13, 1916	Bronchitis.....	3000	Annie Baker, w.
325	L. W. Harmon....	49	273	Apr. 5, 1903	June 17, 1916	Cerebral apoplexy..	3000	Lucy L. Harmon, w.
326	Jas. H. Sexsmith..	43	658	Sept. 20, 1912	July 2, 1916	Typhoid fever.....	3000	Maggie Sexsmith, w.
327	B. G. Austin.....	58	45	Aug. 8, 1886	July 30, 1916	Nephritis.....	3000	Florence L. Austin, w.
328	G. W. Ball.....	51	8	Nov. 3, 1900	July 22, 1916	Uræmic infection....	4500	Margaret A. Ball, w.
329	C. N. Davis.....	69	280	Feb. 17, 1892	July 31, 1916	Cancer of stomach..	3000	Ellen N. Davis, w.
330	D. T. Connors....	44	642	Nov. 9, 1904	July 13, 1916	Cancer of spine.....	4500	Elizabeth Connors, w.
331	W. M. Frazier....	63	169	Sept. 13, 1892	July 22, 1916	Aortic stenosis.....	4500	Marie C. Frazier, w.
332	Thos. Lynch.....	73	641	Mar. 19, 1884	July 22, 1916	Heart disease.....	3000	Florence D. Lynch d.
333	J. M. McKittrick..	54	36	Mar. 5, 1905	July 31, 1916	Killed.....	1500	Frances McKittrick, w.
334	Philip Flagler....	58	189	Apr. 25, 1905	Aug. 3, 1916	Heart disease.....	1500	Margaret Flagler, w.
335	John Hein.....	55	231	Nov. 4, 1906	July 29, 1916	Heat prostration....	1500	Henry Hein, b.
336	Geo. M. Higgins..	54	222	July 28, 1894	July 31, 1916	General debility....	3000	Mary H. Higgins, w.
337	W. J. Sherwood....	56	457	Sept. 1, 1894	June 24, 1916	Cerebral hemorrhage	1500	Wife and daughter.
338	James Hanrahan..	49	276	June 23, 1912	July 25, 1916	Nephritis.....	3000	Florence Hanrahan, w.
339	H. H. Chatterson..	48	815	July 2, 1907	July 31, 1916	Intestinal obstruct'n	1500	M. E. Chatterson, w.
340	O. E. Ramsey.....	37	23	Oct. 17, 1905	Aug. 2, 1916	Typhoid fever.....	4500	Maggie Ramsey, w.
341	W. H. Curran.....	50	235	Sept. 8, 1899	July 16, 1916	Typhoid fever.....	4500	Delia Curran, w.
342	Frank Miller.....	71	7	Mar. 14, 1881	Aug. 8, 1916	Apoplexy.....	4500	Son and daughter.
343	W. F. Trevillian..	53	532	Mar. 4, 1890	July 31, 1916	Killed.....	3000	Hattie A. Trevillian, w.
344	Reuben Marshall..	55	359	Sept. 23, 1887	July 31, 1916	Cardiac dilatation..	3000	Frances Marshall, w.
345	O. C. Oyler.....	49	451	Feb. 14, 1898	Aug. 4, 1916	Cancer of liver.....	1500	Bessie Oyler, w.
346	W. W. Snyder....	61	157	Apr. 12, 1891	Aug. 4, 1916	Neuritis.....	1500	Adelaide V. Snyder, w.
347	Alfred Coombs....	52	385	Aug. 19, 1906	July 14, 1916	Septicæmia.....	3000	Bessie Coombs, w.
348	Albert S. Owen....	53	87	Mar. 4, 1910	Aug. 8, 1916	Cardiac dilatation..	1500	Sophie Owen, w.
349	John W. Thomas..	38	593	Jan. 9, 1907	July 19, 1916	Tuberculosis.....	1500	Grace Thomas, w.
350	J. W. Howe.....	89	178	Sept. 1, 1868	July 23, 1916	Arterio sclerosis....	3000	Maryette P. Howe, w.
351	H. B. McCord.....	81	289	Mar. 12, 1912	July 21, 1916	General paralysis..	1500	Mary McCord, m.
352	W. L. Ritchie....	41	583	Apr. 17, 1913	Aug. 1, 1916	Tubercular meningi's	1500	Amy Ritchie, w.
353	E. W. Rowe.....	48	1	Mar. 11, 1895	Aug. 2, 1916	Paralysis.....	1500	Jennie E. Rowe, w.
354	W. A. Linder.....	43	28	Jan. 8, 1899	July 11, 1916	Killed.....	3000	Carrie E. Linder, w.
355	Frank C. Cooper..	44	77	Aug. 25, 1907	Aug. 8, 1916	Killed.....	1500	Helen Cooper, w.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
356	W. J. Kisman...	46	548	Sept. 25, 1905	Aug. 4, 1916	Killed.....	1500	Nellie Kisman, w.
357	Wm. Oliver.....	67	591	Oct. 18, 1883	Aug. 2, 1916	Cerebral softening.....	3750	Rosa McCarthy, s.
358	A. F. Barnard....	61	238	Apr. 4, 1887	Aug. 2, 1916	Bright's disease.....	1500	Cora L. Barnard, w.
359	Mathew Luther....	57	545	Sept. 1, 1907	July 20, 1916	Cirrhosis of liver....	1500	Matilda Luther, w.
360	E. R. Foy.....	41	84	Sept. 24, 1905	Aug. 3, 1916	Killed.....	3000	Laura Foy, w.
361	A. M. Scharmann..	45	88	May 12, 1915	July 12, 1916	Left leg amputated....	3000	Self.
362	Chas. Hughes....	61	625	Oct. 25, 1903	Aug. 2, 1916	Right arm amputat'd	1500	Self.
363	Edw. Heiser.....	56	546	June 4, 1887	Aug. 1, 1916	Valvular insufficiency	1500	Anna Heiser, w.
364	C. H. Briggs.....	40	2	Mar. 20, 1915	July 28, 1916	Killed.....	3000	Helen Briggs, w.
365	Frank Simms.....	48	11	Nov. 23, 1904	Aug. 11, 1915	Blind left eye.....	1500	Self.
366	J. F. Keever.....	47	84	July 26, 1897	July 14, 1916	Liver trouble.....	1500	Sallie B. Keever, w.
367	B. J. Owens.....	37	525	Jan. 6, 1914	July 15, 1916	Heart disease.....	3000	J. Cavanaugh, in trust for C. B. Owens, s.
368	Chas. W. Wiese....	40	712	April 5, 1908	July 16, 1916	Appendicitis.....	1500	Ida E. Wiese, w.
369	R. M. Cooney.....	35	50	Jan. 2, 1904	July 23, 1916	Killed.....	1500	Margaret Cooney, m.
370	J. W. Findlay....	48	723	Sept. 16, 1905	July 30, 1916	Sunstroke.....	1500	Ida A. Findlay, w.
371	J. T. Hollis.....	41	177	Dec. 3, 1903	Aug. 1, 1916	Killed.....	4500	Ida Hollis, w.
372	F. M. Mahan.....	38	28	Feb. 7, 1911	Aug. 1, 1916	Acute alcoholism.....	1500	Mary Mahan, m.
373	D. F. Newell.....	45	99	Oct. 21, 1897	Aug. 2, 1916	Myocarditis.....	4500	Wife and children.
374	Sol Williams.....	84	478	Aug. 10, 1868	Aug. 6, 1916	Cystitis.....	3000	Carrie A. Dillman, d.
375	E. J. Moroney.....	41	27	June 21, 1908	Aug. 6, 1916	Cerebral hemorrhage	1500	Anna C. Moroney, w.
376	E. D. Davis.....	65	745	Mar. 15, 1903	Aug. 13, 1916	Fatty deg'rat'n of h't	1500	Son and daughters.
377	F. H. Silvers.....	60	53	Mar. 25, 1901	Aug. 14, 1916	Acute enteritis.....	1500	Emma C. Silvers, w.
378	D. W. Leonard....	51	4	Feb. 15, 1890	Aug. 14, 1916	Acute dilata'n heart.	1500	Anastasia Leonard, w.
379	W. H. Roberts....	48	860	Apr. 9, 1906	Aug. 15, 1916	Intestinal obstruct'n	3000	Agnes Roberts, w.

Total number of death claims 83  
Total number of disability claims 8

83 88

Total amount of claims, \$207,750.00

### Financial Statement

CLEVELAND, O., Aug. 1, 1916.

#### MORTUARY FUND FOR JULY

Balance on hand July 1, 1916.....	\$198,039 38	\$198,034 74
Received by assessments Nos. 175-179 and back assessments.....	1,906 20	
Received from members carried by the Association.....	587 58	
Interest for July.....		
	\$302,133 16	\$302,133 16
Total.....		\$388,167 90
Paid in claims.....		137,071 21
Balance on hand July 31.....		\$251,096 69

#### SPECIAL MORTUARY FUND FOR JULY

Balance on hand July 1.....	\$583,100 11
Received in July.....	\$22,901 36
Interest from Southern Bank & Trust Co. for six months ending June 30.....	10,265 84
	\$33,167 20
Balance on hand July 31.....	\$616,267 31

#### EXPENSE FUND FOR JULY

Balance on hand July 1.....	\$ 80,778 95
Received from fees.....	\$ 290 42
Received from 2 per cent.....	4,580 28
	\$ 4,870 70
Total.....	\$ 85,649 65
Expenses for July.....	3,218 42
Balance on hand July 31.....	\$82,431 24

### Statement of Membership

FOR JULY, 1916

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership June 30, 1916.....	1,540	42,882	122	19,810	7	4,530
Applications and reinstatements received during month.....	..	179	..	54	..	8
Totals.....	1,540	43,061	122	19,864	7	4,538
From which deduct policies terminated by death, accident, or otherwise.....	8	122	..	39	..	13
Total membership July 31, 1916.....	1,532	42,939	122	19,825	7	4,525
Grand total.....						48,960

## DO IT NOW

We are after you again, looking for that application for one of our Accident Certificates, which we have requested many times through the columns of our Journal. You need it, and so do we.

You insure your property, but your time, which is equally as valuable, is many times left unprotected. Take into consideration this fact, that in this city (Cleveland, Ohio) alone we have Nine Hundred and Forty-three (943) doctors, the majority of them living in beautiful homes and riding in automobiles, and all busy day and night, and Thirty-three (33) hospitals, practically filled all the time. This confirms what we said to you in the August Journal as to the number killed and injured in the United States last year. Even though your income is \$125.00 per month when you work, it costs you the greater part of it to live. The railway company is not paying you \$125.00 per month for lying in bed, even though your leg is broken, and the monthly expense of practically \$125.00 keeps going right along and getting higher and higher, while the amount you may have been able to save keeps getting lower and lower, as time passes on.

We have wondered many times whether or not you would ever warm up to our Accident proposition. Don't say, "I will attend to it tomorrow," tomorrow may never come to you.

If you were injured today and your wages stopped, would you be prepared for this expense? If not, we ask you again, why not?

If you have considered our Accident feature seriously, and read the By Laws in connection therewith, you know just as well as we do that it is absolutely impossible for you to duplicate the Accident contracts that we write with any old line company in the world. Your Association pays weekly benefits for a period of One Hundred and Four weeks, where the accidents are of such a nature as to prevent the members from following their vocations. The full amount of the principal sum is paid for the loss of a hand or foot, and for the permanent loss of the sight of one or both eyes, from accidental causes. In addition to the above benefits with our contracts, the principal sum has an accumulative feature that provides that the principal sum shall automatically increase five per cent per annum for a period of five years with no additional cost to the insured.

What protection is the old line company giving you for your money? Here is their contract:

## Part II. SPECIFIC ACCIDENT INDEMNITY.

If the death of the Insured shall result solely from "such injury" and within ninety days from the accident, the Company will pay:

For LOSS OF LIFE.....SAID PRINCIPAL SUM.

If the death of the Insured shall not occur within said ninety days but some one of the following losses shall result to the Insured within that time and solely from "such injury" the Company will pay:

For LOSS OF BOTH HANDS.....DOUBLE THE PRINCIPAL SUM  
 For LOSS OF BOTH FEET.....DOUBLE THE PRINCIPAL SUM  
 For LOSS OF BOTH EYES.....DOUBLE THE PRINCIPAL SUM  
 For LOSS OF ONE HAND AND ONE FOOT...DOUBLE THE PRINCIPAL SUM  
 For LOSS OF ONE EYE AND ONE FOOT....DOUBLE THE PRINCIPAL SUM  
 For LOSS OF ONE EYE AND ONE HAND....DOUBLE THE PRINCIPAL SUM  
 For LOSS OF EITHER FOOT.....THE PRINCIPAL SUM  
 For LOSS OF EITHER HAND.....THE PRINCIPAL SUM  
 For LOSS OF EITHER EYE.....ONE-HALF THE PRINCIPAL SUM

Premium \$59.60.

If it were possible to eliminate the "ninety day" clause in this contract and a part of the annual premium, the benefits paid would look very attractive, and in particular where this contract provides for the payment of double the principal sum under certain conditions. If you will read carefully their proposition, you can readily see that they have not been called upon many times to pay double the amount of the principal sum. If this clause were in our contract it would never have cost your Association a dollar since our Accident feature was inaugurated. It is "bait" pure and simple, and our business proves that it is of practically no value.

We have tried for a long time, through the columns of our Journal, to prove to you conclusively that the contracts written by your Association are in a class by themselves, no "bait," but "protection" first, last and all the time.

If you anticipate carrying this kind of protection any time in the near future, we want to call your attention in particular to the "ninety day" clause in the contract of the old line company, and the cost of their protection, and that we are issuing this protection at a cost of at least fifty per cent less than they are, and you will be far better protected in many ways, as these contracts fully demonstrate.

W. E. FUTCH,  
President.

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, Niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico, Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids, Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.



## WEEKLY INDEMNITY CLAIMS PAID AUGUST 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*529	372	Henry Manley, Adv.	\$200 00	588	58	T. H. Purcell.	\$55 71
530	19	O. R. Brewer.	25 71	589	386	T. N. Farr.	45 00
531	304	F. M. Straub.	85 71	590	392	Severt J. Dohl.	34 29
532	584	D. S. Drake.	42 86	591	294	W. F. Smith.	28 57
533	183	A. R. Meiklejohn.	54 29	592	294	L. G. Johnson.	25 71
534	781	W. W. Page.	60 00	593	554	Mellville C. Martin.	12 86
535	48	W. Davis.	22 86	594	638	R. B. Miller.	48 57
536	738	H. J. Powers.	145 71	595	471	F. M. Carden.	120 00
537	430	A. Monesmith.	51 43	596	471	O. L. Taylor.	25 71
538	517	C. Doyle.	47 16	597	531	P. J. Chery.	220 00
539	430	T. H. Mitchell.	28 57	598	606	J. D. Maroney.	36 43
540	500	W. A. Nail.	151 43	599	218	O. W. Craig.	60 00
541	636	Henry Hyman.	25 71	600	400	H. E. Rudy.	22 86
542	443	C. Lavender.	45 71	601	3	J. W. Hunt.	82 86
543	212	Jas. Costlow.	45 71	602	115	W. S. McGuire.	34 29
544	405	J. H. Williams.	49 29	603	179	Pat Smith.	31 43
545	728	L. Johnson.	4 29	604	408	Jas. A. Beverage.	48 57
546	432	H. Stephens.	12 86	605	156	Fred S. Graves.	165 71
547	86	F. J. Mathias.	23 57	606	8	L. E. Phillips.	31 43
548	384	C. E. Redrup.	36 43	607	606	R. H. Nesmith.	42 86
549	197	W. L. Massey.	180 00	608	430	T. H. Mitchell.	28 57
550	559	L. Scarborough.	22 86	609	501	Chas. Morris.	108 57
551	703	R. T. Daniel.	14 29	610	1	R. L. Morrison.	17 14
552	703	J. L. Slater.	22 86	611	703	R. T. Daniel.	20 00
553	206	V. P. Campbell.	480 00	612	197	B. W. Wyatt.	28 57
554	178	Wm. Rast.	36 43	613	156	J. W. Long.	54 29
555	703	E. L. Johnson.	48 57	614	617	R. A. Dobyna.	21 43
556	471	G. B. Breitenbacher.	25 71	615	609	Sam Lambert.	14 29
557	678	C. L. Miller.	80 00	616	555	J. M. Burch.	15 00
558	46	J. T. Duncan.	75 00	617	498	H. A. McLeskey.	25 74
559	252	J. W. Clawson.	51 43	618	117	John A. Strayer.	98 57
560	42	J. A. Hayes.	34 29	619	66	Harry Kriofske.	38 57
561	517	J. E. Kenzie.	10 71	620	370	T. S. Blacklin.	12 86
562	261	J. T. Pattie.	51 43	621	76	Geo. S. McKenzie.	25 71
563	219	L. H. Gray.	72 87	622	132	John H. Sweeney.	48 57
564	733	C. F. Stewart.	42 87	623	768	Chas. Annable.	30 00
565	733	W. A. Bayless.	22 86	624	609	Wm. Clemens.	28 57
566	232	J. C. Wolverton.	60 00	625	115	Frank Zwiener.	34 29
567	435	W. B. Curley.	22 86	626	177	E. C. Howe.	11 43
568	156	G. H. Marsh.	17 14	627	556	C. S. Blackmar.	171 45
569	149	E. E. Alders.	72 86	628	177	L. W. Bates.	25 71
570	334	E. W. Evans.	10 71	629	297	Jas. B. Hart.	97 14
571	840	R. Hornbeck.	81 43	630	815	Fred C. Decker.	60 00
572	838	F. W. Scales.	20 00	631	43	T. Sharleville.	17 14
573	177	J. L. Cole.	60 00	632	815	Harold A. Downey.	15 00
574	507	J. A. Beatty.	19 29	633	703	J. J. Mayberry.	154 29
575	136	G. H. Williams.	12 50	634	471	Thos. S. McDonald.	25 71
576	751	A. F. Tierney.	148 57	635	680	W. S. Prewett.	25 71
*577	8	A. Driscoll, Adv.	100 00	*203	19	F. S. Padgett, Adv.	100 00
*578	220	Bart Sage, Adv.	120 00	*949	66	Chas. A. Robinson, Adv.	65 00
*579	483	Henry Bahrmeyer, Adv.	100 00	*359	585	R. S. Hunt, Adv.	220 00
580	708	Chas. Hillbrand.	20 00	*818	210	J. L. Fickling, Adv.	150 00
581	332	Wm. Keyes.	94 29	* 77	725	John Uloth, Adv.	235 00
582	327	Wm. Pfaff.	23 57	*268	630	C. M. Hawley, Adv.	135 00
583	177	J. W. Allen.	11 43	*203	19	Frank S. Padgett, Adv.	100 00
584	150	Wm. T. Maher.	25 71	*487	339	W. B. Stevenson, Adv.	100 00
585	406	Frank F. Parsons.	242 14	*358	382	C. A. Hessler, Adv.	100 00
586	713	August Johnson.	45 00	266	207	W. A. Hancock, Bal.	208 57
587	199	Geo. M. Gerhart.	28 57				

\$7,653 30 \$7,653 30

Total number of Weekly Indemnity Claims, 104. \*Number of Advance Payments on Claims, 13.  
Total number of Indemnity Death and Disability Claims, 0.

Weekly Indemnity Claims paid from December 1, 1906, to July 1, 1916...	\$301,322 98	
Indemnity Death and Disability Claims paid from April 1, 1907, to July 1, 1916.....	304,732 14	
	\$1,106,055 12	\$1,106,055 12
		\$1,113,708 42

## NOTICE TO INDEMNITY POLICYHOLDERS.

The Fourth Quarterly Premium for 1916 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 30th of September, 1916. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 50

OCTOBER, 1916

No. 10

# No Money In Advance

## EXTRA HARTMAN'S SPECIAL Get-Acquainted BARGAINS

Just to prove that we can save you many dollars on everything you buy for the home, we will send you either this Beautiful Table Lamp or Columbia Vacuum Sweeper without one cent in advance—without C. O. D.—without security—without even your promise to buy.

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We want you to see for yourself, without advance payment, that this is the grandest lamp bargain ever offered. Mail coupon below—and no money—and we will send it promptly. When it comes, give it the place of honor in your parlor. See what a grand air it gives to the surroundings. This is the very latest design in lamps. Just out and all the rage. Not like metal stand lamps which are out of date, but will always be in style because it harmonizes with all furniture and draperies. After keeping it 10 days if you think it the grandest lamp bargain you ever heard of, pay us only 50c and the balance of our sensational low bargain price of only \$4.95 at the rate of 50c per month. Return at our expense, if not satisfactory.

**High Stand Table Electric Lamp No. MK249.** Complete with 17-in. two tone silk shade. Stand made of mahogany finished wood. Height 27½ in. Measures 7¼ in. at base. Completely equipped with electric socket and 6 ft. heavy insulated silk cord, connected at top with button lighting fixture. Shade is latest design. Made over heavy wire frame; exterior covered with beautiful two-tone old rose figured silk, trimmed with heavy silk braid; interior lining of beautiful figured cretonne with red roses and green leaves which show through old rose silk on outside when lamp is lit.

Order by No. MK249. Price \$4.95. Terms: No Money In Advance.  
50c In 10 Days. Balance, 50c Per Month.



Complete  
with  
Beautiful  
Silk Shade  
27½ in. High  
Base 7¼ in.  
In Diameter

6 Feet of  
Silk  
Cord  
Furn-  
ished

# Only 50¢ in 10 Days

## Wonderful Bargain In Vacuum Sweeper

Just mail coupon and let us send you this famous "Columbia" Vacuum Sweeper without a cent in advance. Then go over all your carpets and rugs. See how clean and bright they'll be. Notice how easily it runs—no more effort required than to run an ordinary carpet sweeper. Notice how easily you can operate it under beds and other furniture. If perfectly satisfactory, send us only 50c in 10 days and balance of our special bargain price of only \$4.85 at rate of only 50c per month. Otherwise, return it at our expense.

**Columbia Vacuum Sweeper No. MK241.** Height 6 in. Sweeps under beds and all modern furniture. Vacuum box made of deep stamping steel. Nozzle hinged to front of sweeper. Dust bag has steel frame, substantial rubber gasket and large opening; dirt can be emptied easily. Both dust pans empty simultaneously when you push down lever at end of machine. Bearings—auto ball-bearings, run perfectly, assuring exceptional ease of operation. Brush 9¼ in. wide with 3 rows of genuine bristles with spiral twist setting—guaranteed. 3 large bellows produce a strong vacuum which sucks all dust and dirt right from carpet or rugs. All metal parts highly nickled. Nozzle shoe made of steel, making it impervious to dents and scratches when machine is operated over tacks, door sills, etc. All-steel construction except nozzle and bellows. Brush can be taken out and cleaned.

Bottom View  
Showing  
Vacuum Box  
and Brush  
Chamber.

Order by No. MK241.

Price \$4.85. Terms: No Money In  
Advance. 50c in 10 Days. Balance  
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Place an X in ☐ opposite bargain wanted, fill in and mail us coupon.

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If I keep it, I will pay 50c in 10 days after arrival of shipment; balance in monthly payments as per terms and prices quoted in this advertisement.

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# LOCOMOTIVE ENGINEERS JOURNAL

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Volume 50

OCTOBER, 1916

Number 10

## The Bandbox Baby

BY CLARISSA MACKIE

Miss Celia Atherton tiptoed to meet her tall nephew's farewell kiss.

"Goodby, Don, and don't lose the bandbox. Tell your mother I put an extra thick icing on the cake. She likes it that way."

"I know it, Aunt Celia," laughed Don as he picked up the great flowered bandbox, which was tied about with a heavy cord. "I'll be careful of the cake, and mother shall receive it without a scratch."

He waved his hand as he dived out of the gate and sprinted down the street toward the railroad station.

The bandbox was quite heavy, for it contained one of Celia Atherton's famous fruit cakes. Rich and fruity and masked thickly with a heavy frosting, Celia's cake would be received with delight by her sister-in-law, Don's mother.

The train was on time, and Don, standing on the platform of the rear car, saw the little village fade from sight as the train speeded toward the city.

Another one of his brief, delightful visits to Aunt Celia was over.

He entered the coach, found an empty seat, upon which he placed the big square bandbox. He hung his overcoat on the hook, tossed his bag into the rack and went ahead to the smoker.

Here he forgot all about the bandbox until the train was drawing into the terminal station.

Then he hurried back to the coach, took his coat and bag, stepped aside to let someone pass through the aisle, picked up his bandbox and dashed for the door as the brakes squealed and the train came to a standstill.

Behind him arose a confusion of sound, in which he distinguished a woman's voice raised in protest.

But now he was on the platform, hurrying along toward the street entrance. He plunged into the nearest taxicab and a moment later was whirling uptown toward his mother's house.

Beside Don, on the seat, was the flowered bandbox.

"Hope mother's cake is O. K.," he thought.

Just then a small sound smote the air. A wee, unmistakable cry.

The cry of a baby!

Don Atherton jumped and looked around as if he thought some infant stow-away was concealed in the vehicle.

"Good Lord!" he ejaculated.

Again the cry, louder now, and it seemed to come from the bandbox!

Gingerly he picked up the box and nearly dropped it again, for something stirred within it.

Don glanced from the window and saw that they were nearly home. He would postpone investigations until he was within doors.

The cry was repeated several times, and then stilled. Five minutes later a very much puzzled young man was greeting his mother in the front hall.

"Let us go to your room at once, mother," he urged. "I have something to show you."

Behind closed doors he set the flowered bandbox on the sofa and led his mother up to it.

"Mother, Aunt Celia has sent you one of her fruit cakes. It's in there—I think it must be lonesome," he added [whimsically, "for I am sure I heard it cry."

"How absurd you are, Don!" laughed Mrs. Atherton as she untied the wide tapes and lifted the lid.

For several moments mother and son stared down into the big box.

And from its nest of pillows stared back at them a solemn blue-eyed baby, perhaps three months old, a baby contentedly imbibing nourishment from a bottle.

A beautiful baby with fluffy white skirts and with blue ribbons tied in cute little bows.

Mrs. Atherton was the first to recover her wits.

"Don!" she said in a horrified tone. "What do you mean by this dreadful joke?"

"I don't know, mother; honestly I don't," he expostulated. "Where in thunder is Aunt Celia's cake?"

"Never mind the cake, my son. Tell me, where did this baby come from?"

"Search me!" he retorted sharply.

"Mother, when Aunt Celia gave me the bandbox it contained a cake—a fruit cake. Now I find it's a baby!"

"Some one must have put it in here for a joke," declared Mrs. Atherton, bending over the box and touching a tentative finger to the round cheek. "It's a perfect darling, Don. I believe I'll take it out."

"Don't drop it, mother," he cautioned.

The mother of five daughters and a son looked scornfully at him before she lifted the baby from its lacy pillows and allowed its little head to drop into the hollow of her arm.

Don, gazing at her saw that his mother's arms were made to cuddle babies, and he felt that there might be difficulty in persuading his mother to part with it.

She had been confessedly lonesome

since the last daughter had married and gone away.

The baby was making playful clutches at Mrs. Atherton's beautiful white hair, but its blue eyes wandered around the room as if searching for some beloved and familiar object.

"It wants its mother," remarked Don.

Mrs. Atherton came back to the present with an indignant start.

"Its mother!" she sniffed. "A nice sort of creature she must be to deliberately abandon her child! I have heard of such cases, and simple men are usually the victims."

"Don Atherton, tell me truly did not some woman ask you to hold her child, and when she did not come back did you not take out the fruit cake and substitute the baby?"

"I did not," Don denied hotly. Then he related, incident by incident, how he had boarded the train at Red Top, had placed Aunt Celia's bandbox on a seat and gone into the smoker and at the last moment had returned for his belongings.

"You are sure you have your own overcoat and bag?" asked Mrs. Atherton anxiously.

Don looked toward the couch where he had tossed them, and his eyes widened in growing horror. Instead of his own travel-worn black bag was a dainty affair silver trimmed and distinctly feminine, and instead of his own topcoat was a woman's long black cloak.

"Good heavens, mother, look at that!" he gasped. "I must have made a frightful mistake!"

"You have," agreed Mrs. Atherton grimly. "Look at that bandbox, Don. See the row of holes around the cover? To give air to this unfortunate child. But why should a woman want to carry a baby in a bandbox?"

"Search me!" muttered Don for the second time.

"You must go right down to the station and report what you have done."

"Of course—I'll telephone first." He moved toward the instrument.

He dropped the receiver as a hurried tap sounded at the door, and a servant's frightened face appeared.

Behind her were other faces and a confused murmur of voices.

"Please, Mrs. Atherton, the—the police are here. They want Mr. Don," she gasped.

A blue uniformed figure pushed past her and entered the room.

"Pardon me, madam, but I am looking for Donald Atherton, wanted on a charge of kidnaping"—

"I am Donald Atherton," interrupted the young man, coming forward. "Here is the baby—it was all a mistake, officer—an exchange of belongings—I had a bandbox with a fruit cake in it, and"—

"Oh, baby, baby!" interrupted a sweet, glad voice, and the officer was thrust aside as a slender, black-gowned figure rushed in.

As she came, she dropped a big flowered bandbox at Don's feet.

"Here is your horrid, old cake," she flung at him as she passed.

Reluctantly Mrs. Atherton transferred the baby to the eager young arms, and it clung to her with little blissful gurgles.

The others watched her as she crooned over the baby—the two policemen, the startled maidservant, a strange footman who carried Don's bag and overcoat, Mrs. Atherton and Don himself.

Don thought he had never seen a fairer picture. The girl was so beautiful. Her black garments enhanced the purity of her complexion, and strands of red gold hair curled under her hat brim.

The policeman coughed significantly. "Well, madam?" He addressed the girl.

"While I was trying to explain what had happened passengers thrust this other bandbox into my hands and insisted I had made a mistake in believing I had been robbed. Martin met me at the station.

"As soon as I reached the station I opened the bandbox, found the cake, entered a complaint and, searching the overcoat, found Mr. Atherton's cards—and here I am!"

She smiled radiantly at them over the downy head of the motherless baby.

Mrs. Atherton's motherly heart expanded, and she insisted that Eleanor Bown should give the baby into her empty arms. And as the story was re-

peated and every detail dwelt upon Don became conscious that he would always be grateful to the "bandbox baby" for introducing him to Eleanor Bown.

She turned with a startled glance.

"Oh!" She looked from Don to his mother, and a blush swept over her fairness. "It is all right, officer. I am sure it can be explained." She shifted the baby to her other arm and opened a silver mesh bag. She slipped a folded bill into the officer's hand, dismissed them with a smile and spoke to the footman:

"Martin, bring in Mr. Atherton's luggage."

Don pushed a chair forward, and she sank into it, with a smile. He noticed that the baby was asleep and that its head had found the same sort of cuddling place that his mother's arms offered.

"Shall we try to explain this absurd mistake?" asked the girl.

Mrs. Atherton from her corner of the sofa regarded the girl with friendly eyes.

"Suppose you let Don tell his story, and then we will hear yours," she suggested.

So Don Atherton repeated his story of the fruit cake in the flowered bandbox, of his excursion to the smoking car, his return at the last moment and his hasty snatching of bandbox and bag.

The girl listened, nodding her head gravely as he finished.

"You boarded the train at Red Top," she said. "I got on at the next station, Fairmont. As that train is made up of ordinary coaches, I took it in preference to the later train, on which a seat was reserved for me."

"At the last moment the baby's nurse deserted me, and so I did what you must think was an absurd thing—I put the baby in a bandbox and carried her ever so nicely. You see, I am not used to babies!"

Mrs. Atherton looked strong disapproval at this confession.

"You see, it is not my baby," went on the girl. "It is my sister's child. My sister died last week, and I am taking baby to my father's house. Its father, an army officer, has been ordered to a Western post."

"So baby was resting contentedly in

the bandbox. Of course the cover was off until we neared the terminal. So I put on the cover, tied it securely and left my seat for an instant. Returning, I was just in time to see a man snatch up my bandbox and bag and dash away.

For a long time Don sat and stared at Celia's fruit cake in the other bandbox.

"A penny for your thoughts," his mother said mischievously.

"I was thinking Aunt Celia might make a wedding cake," he said absently and then blushed hotly.

His blush was reflected in Eleanor's startled face, and even Mrs. Atherton's face caught the afterglow. But for her it was a promise, a forerunner of a romance now in its earliest dawn.

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### The Toil of Progress

BY GUS SEEL

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Late one night big Jan Mircovitch thrust his ponderous body through the open door of an empty freight car bound southward out of Denver.

The second morning following he emerged in Raton, bruised and stiff from the jolting, musty and disheveled from lack of water, resembling a hibernating bear leaving winter quarters.

His cheeks were swollen, his eyes watery, and he stumbled awkwardly across the cindered railroad tracks in quest of refreshments and food.

Two weeks previous he had drawn the whole of the two months' back wages due him at a coal mine in northern Colorado. The comforts and delights of the city called him, and he drifted eastward into Denver.

The saloons, the gambling halls, the pool rooms, the shows, found him a congenial patron, ever ready to invest hard coin in what they had to offer.

At the end of fourteen days the residue of the one hundred and fifty odd dollars amounted to two bright silver dollars, a half dollar, a quarter, a few nickels and dimes and a penny or two.

Jan was vastly pleased with himself and the world. He had had his fun; now he would go to work again. He had no fear of hardships,

He had never found it difficult to capitalize his 200 pounds of brawn and bone, and, besides, he was versed in living cheaply. Two dollars was sufficient to keep him from want for quite awhile.

For several days Jan lived a quiet and observant life. And at length, when seated in a box in the Arcade saloon, he thrust a hand into the pocket of his overalls and could only discover three nickels, he decided to go to work.

From the date of his entry in American ways and customs, 20 years before, he had followed one system in seeking employment.

He left the saloon, walking a few paces down the street to where a knot of rudely-clad men were gathered about a black-board placed conspicuously on the sidewalk.

Jan ran his eye slowly and carefully down the list. He was not familiar enough with English to select the especial item he desired at once.

He read, "Twenty teamsters at \$3, five muckers at \$2.50, thirty carpenters at \$3, forty hard rock men at \$4, 100 laborers at \$2," and so on until he read, "Fifty miners, San Francisco."

Then he entered the door and presented himself at a hole in the wall through which he could see a neat and orderly office force at work.

A young man answered his call. He was told that the San Francisco work was four feet, free picking. He could go out that afternoon at 3 sharp. Thereat Jan returned to the saloon and bought a package of tobacco.

In the afternoon he found several others of his ilk at the employment office, according to appointment. A dapper young man herded them into a street car, and they were off to the mine.

Once clear of the city the country presented a bleak and barren aspect. Rugged, rocky hills were on all sides. The land was poor, the grass growing sparsely and yellow.

From the car window they could see a number of smudges of smoke on the horizon, distant mining camps similar to the one for which they were headed.

After a five-mile run the car stopped amid a group of houses on the hillside,

and the dapper young man led his gang out beside the track. The car departed.

A cadaverous man, whose features were dry and expressionless from years of office work, came up, relieving the dapper young man of his charge.

They followed the worn official dumbly, as oxen following the leader.

They came to a place where a bridge-like structure towered across the rails, passed on behind along a miniature railway track and encountered a spare built, muscular man wearing overalls and equipped with a miner's cap and lantern.

The worn official introduced them wearily to the pit boss as gentlemen seeking employment and left them.

The pit boss looked over the group with cold, critical eyes, sizing them up like a mule buyer. Then, having ascertained the old hands by questioning, he requested them to follow him.

At the small, square entrance of the mine they paused to await the coming of the motor train, whose warning rumble could be heard.

Presently it emerged, an overalled young man upon a squat electric motor pulling a long string of tiny cars, each holding about one ton of coal.

Then they proceeded into the main tunnel of the mine.

For some distance they walked upright. Then the ceiling became lower, and they were forced to continue either stooping or with head on shoulder.

Far ahead of them they could see the gleam of lights.

They reached the lights and passed on into a branch of the main tunnel. After a good ten minutes' walking the pit boss ordered the others to remain and, taking Jan, set off, crouching along a still smaller tunnel.

They arrived finally at a little cubby-hole of a place where the bright black gleam of coal showed on the side of the tunnel.

On hands and knees Jan inspected the place. It satisfied him. He had worked in—and made good money out of—worse places. He said as much to the pit boss.

Alone, Jan retraced his steps and gained the outer air. An inquiry of an idling mule driver informed him of the location

of the company store and boarding house.

He was shown a bunk in a long room and was told that he could get board and lodging for \$7 a week. He assented.

At the company store they fitted him with a cap, lamp, two picks and a shovel.

The next morning he went to work, carrying with him, besides his tools, a dinner bucket divided into two compartments, one filled with food, the other with cold tea.

The door of the mine tunnel was opened at 7 o'clock in the morning. Jan was on hand promptly, puffing contentedly at a long, foreign pipe.

He was one of the first to enter, and as he led the pace along the pitch dark tunnel he hummed to himself the whimsical strains of a motherland song.

Arriving at the place assigned to him on the previous day, he commenced work very methodically and with businesslike precision.

His coat he flung to one side, set the dinner pail conveniently near and in overalls and undershirt took up his pick. First he tapped the low stone ceiling, scowling at the dull, heavy sound his blows caused.

The place was dangerous, but in spite of this Jan squatted on the floor and began picking out the bottom layer of the coal.

The extreme danger of his position did not trouble him. He had worked in places still more precarious and had grown used to it.

The fact that at any moment a mass of rock weighing from 100 pounds to half a ton might drop upon him did not appall him. For an hour or two he labored steadily. By that time he had excavated quite an opening underneath the coal layer.

Then he arose and began picking at the top, loosening the ledge he had undermined. In a short time the mass was loosened, and soon it fell, a couple of tons of crumbled coal.

He found a car awaiting him at the entrance of his tunnel and rolled it in to where he could easily pitch in the coal with his shovel. The task was soon done, and he could do nothing further until another car was sent to him.



He opened his lunch can and took out a sandwich, eating leisurely and with relish. After a long draft of cold tea he lighted his pipe.

Directly a rumbling, not unlike an approaching freight train, announced the coming of the mule driver and an extra car.

"Hey, you, eighteen!" a husky voice called at the entrance of the little tunnel.

"Well?" retorted Jan stolidly.

"Full up?"

"Yah! Hurry oop. I be'n waitin' for car."

The clank of chains filled the little tunnel, and in a moment the car he had filled thundered away. He went out and got the other.

For years Jan had followed this life. The business required, in the terms of a veteran miner, "nothing but a strong back and a weak head."

Jan was well qualified. He had entered the calling because it required so little of him. He could make from \$4 to \$8 a day, was practically his own master and could work either long or short hours, as he saw fit.

He never intended to remain long when he had taken it up. What he desired was to make enough to start a small farm and then quit.

He did not need a great deal to realize his ambition. Twelve or fifteen hundred dollars would be ample. In a prosperous year he could make so much easily.

But as yet he had been unable to do so, and he was now in his fifteenth year at the business. A few months of steady work, then the monotony would pall on him, and he would crave the city leisure and the association of congenial companions.

He would draw his wages and leave, and, being addicted to drink, the result was always the same—a few days or weeks of high riotous living, and then the grind once more.

Every spree, he promised himself, would be the last, but the end had not yet come.

In a philanthropic hour he had bought ten acres of ground near a small town where his children might obtain schooling.

Therein he installed his wife and chil-

dren, which were not a few, and allowed them to shift for themselves.

Some time, when he had got enough money, he would return to them and set up as a respectable farmer.

For five months Jan worked steadily in the bowels of the Frisco coal mine. He had been unusually fortunate and had saved something like \$800.

At the end of the month he promised himself he would quit and go back to the wife and children. The hunger of companionship was strong in his vitals, but on this occasion the longing was tempered by domesticity.

All that he now wanted were the peace, security and comfort of a home, and these at last were within his grasp.

He had fallen into the habit of musing upon the scenes incident to his return home—a bad habit for a miner.

Of all those whose lives depend upon their vigilance perhaps no calling offers more chances of sudden and unavoidable death than that of the coal miner.

And deep in the heart of the mine, a half mile of rock and earth intervening between him and the outer world, Jan Mircovitch, itinerant Bohemian miner, sat and made air-castles while awaiting a car.

The mule driver, getting no response to his call, went in to ascertain the matter. He found a quarter ton of rock pressing Jan's shoulders between his knees.

With a pick he got the rock away. And the next car he hauled out contained what had been a few hours previous the living body of a strong, able-bodied man.

Thus Jan Mircovitch died as thousands have died before him, while in throbbing cities tall stacks, tapering skyward, belch forth grimy clouds of smoke, and the march of civilization, terrible and magnificent, continues.

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Luez Herrera

BY F. A. MITCHEL

In the early part of the nineteenth century Don Manuel Herrera, a grandee of Spain, suddenly sold all his effects in that country and set sail for Mexico. The reason for this change of residence

was that Don Manuel's daughter, Inez, a girl of fifteen, had become infatuated with Jose Alvarez, a young man whose reputation was none of the best. Alvarez, though but twenty-five years of age, had already been a leader of several uprisings against the government, and his methods indicated not only a turbulent disposition, but that he was conscienceless. By changing his residence from the old to the new world Don Manuel hoped to rid his daughter of such a suitor.

Don Manuel, on arriving in Mexico, purchased a ranch in the state of Durango, near the base of the Sierra Madre chain of mountains. On the property he built a handsome residence and became an influential citizen of the country. His wife, who had been loath to quit Spain, left her heart there. But Inez took kindly to the new country. Young as she was, she had had no taste of the formal life led by the higher classes in Spain and delighted in the freedom she was accorded in Mexico.

Inez had not been in her new home long before she was considered the best horsewoman in the state. She grew very fond of hunting and, though living in a country always more or less subject to lawlessness, did not fear to go anywhere alone. This her father permitted because he could not prevent it, though so great was her popularity among those living in the vicinity of her home that he felt she was always in a measure protected. Added to this, she was always well armed.

Among Inez's many suitors was Miguel Coral, a young man who had when he came of age inherited a hacienda near that of the Herraras. He was as much in favor with Don Manuel as Jose Alvarez had been in disfavor. Coral was the soul of honor, and Don Miguel did not hesitate to trust Inez with him anywhere. Time and absence seemed to have cured her of her infatuation for Jose. At any rate she never mentioned him and turned a not unwilling ear to Miguel. In the hunting season Inez was fond of riding up among the foothills of the mountains for game, and Miguel was often her attendant on these excursions. This was permitted not because Mexican etiquette allowed a young girl to go off

with a man alone, but because Inez had a code of etiquette of her own. What she did another could not do, and much of what others did she disdained to do, for keeping girls under watch tends to make them deceitful.

When the Herraras had lived in Mexico eight years and soon after a revolution which had been unsuccessful, the Sierra Madre mountains became the lair of a band of robbers, who made occasional descents upon the people of Durango, each time carrying off booty or levying contributions of money. Every ranch or hacienda that was worth plundering except that of Don Manuel Herrara was robbed. Why he was left immune while others far less promising of plunder were attacked was a mystery.

One thing, and one only, was known about the band. It was composed of persons that had been engaged in the unsuccessful recent revolution in the City of Mexico. It was reported that their leader had been one of the lieutenants of the leader of the insurgents, and some said that he was the leader himself. At any rate but few of the insurgents were captured; but, being hunted for their lives, most of them took to inaccessible points and lived by robbery.

In the autumn Inez was eager to go up into the hunting grounds. Her father objected to her going. The lair of the robbers was supposed to be in the region where she usually hunted, but they had been quiet for some time, and it was surmised that, having gained all they could get from Durango, they had gone elsewhere. Inez, who seemed to have a fancy for danger, started on horseback one morning alone to spend the day at her favorite sport. Besides her rifle she carried pistols in her holster and a knife.

Having attained considerable height, she was riding on a plateau when she met a horseman coming toward her. He was dressed in the costume of a Mexican gentleman, including the gaudy trappings. Bringing her rifle to a position which would enable her to use it readily, Inez rode on. The man drew rein a few paces from the point of meeting. She, too, stopped.

What was her astonishment to recognize Jose Alvarez. He had changed somewhat in his appearance since their separation, but not from age. That devil-may-care look that had fascinated her when she had scarcely budded into womanhood had become intensified. And Inez saw what she was blind to then—the spirit of evil in him.

"What are you doing here?" she asked, biting her lip to maintain her courage.

"I came here because you are here. I cannot live without you."

His voice was soft and smooth, that same voice in which he had made love to her in Spain. It caused her bosom to rise and fall more quickly than from fear.

"You have lived eight years without me."

"You were a child when we parted. I could not rely on one so young. Now you are a woman."

"As a woman I shall not act as a child."

"Then you no longer love me?"

She hesitated. She did not know whether she did or did not. Her heart was fluttering.

"You are mine. You were born to be mine. You shall be mine."

There was something in his looks, his tone of voice, when he said this that excited not exactly fear, but a realization that she had to deal with one who might make trouble for others, if not herself. She was drawing quicker breaths, but said nothing. Emboldened by her silence, he continued:

"I am going with you to your father to demand your hand."

"And suppose he refuses you?"

"You will not fail me."

Inez felt that this was an evasion. Something in the man told her that he was changed from what she had believed him to be when she was a girl. He had been sinking morally from what he had been then, and though she knew nothing of this descent she felt the difference. She was not afraid of him for herself, but for others. The image of Miguel Coral came up before her, and between him and this man she had loved so pas-

sionately she saw a great difference. She dreaded a meeting between them. She concluded to show Jose that all was over between him and her, trusting that he would leave her and those she feared for in peace.

"Jose," she said, "my love for you was that of a child. As a woman I will never be yours. I am going home. Goodby."

She said this resolutely, at the same time riding on. She did not look back. Had she done so she would have seen him start to follow her, then change his mind and turn away.

When a bad man, a reckless man, is in love there is no knowing what he will do. We constantly read in the daily journals of such men killing the women they love, then themselves. Jose Alvarez's love that had been no great passion for the child was fanned into a flame at meeting her again as a woman. He cared nothing for his life, and he was ready to take any chance to gain his ends. It was his disposition to do desperate deeds that had fascinated her as a child. He believed that he could play the same game with her as a woman.

One day Don Manuel, his wife, his daughter and others of the household were sitting on the veranda of the house when a horseman rode up to the gate, dismounted and came up the walk to the house. Inez recognized Jose Alvarez at once. The others did not recognize him till he had reached the veranda and, holding his conical hat in his hand, thus addressed Don Manuel:

"Senor, I am Jose Alvarez. When your daughter was budding into womanhood you refused her to me. Now that she is a woman and capable of deciding for herself I have come again to ask you for her."

"There is no need," said Inez, rising and confronting him, "for you to ask my father for me, for you have my own answer refusing you."

It was evident that his bold stroke was not successful. But he had not hoped for success at once. He was about to speak again when all were startled by a shot. Alvarez paused and clapped his hand to a pistol at his side. From every direction

men were seen converging upon the house. When they came nearer all were seen to be carrying rifles in a position for immediate use. In advance of the others was Miguel Coral, and he seemed to be their leader.

Alvarez understood what this meant, though the others with him did not. He knew that it was a matter of life and death with him or rather the kind of a death he should die, for if these men who were coming took him—and their taking him was inevitable—he would be executed for a felon, and he was thinking of taking his own life. Raising a pistol to his head, he looked a farewell to Inez. That look prevented his intended action. Don Manuel, who was now beside him and slightly in his rear, knocked the weapon from his hand.

Those coming closed in on Alvarez and seized him.

"What does it all mean?" asked Don Manuel.

"This man," replied Miguel, "recently led a revolution in the City of Mexico to depose the president and put himself in his place. The movement was a lamentable failure, but its leader escaped and with a number of his men took to the mountains above us, and it is they who have been robbing us. Recently I organized a force to hunt them down. We were in the mountains watching an opportunity to bag them when one of our men saw this one about to descend the mountain and recognized him, having been robbed by him. We followed him and tracked him here."

"What are you going to do with him?" asked Inez excitedly.

"Take him to the capital."

"Jose," she continued, "if I can save you will you promise to quit Mexico never to return?"

"Inez," said her father sternly, "you cannot save him;" then to the others, "Take him away."

Alvarez was taken to Mexico, where he was executed by the garrote. Most of his band, deprived of their leader, were captured. Inez was kept in ignorance of the fate of the man she formerly loved. Indeed, she never asked what had become of him, for she married Miguel Coral.

## Simon Pedrick's Discovery

BY JAMES CHANDLER

"What is the matter, Simon," asked Mrs. Pedrick, glancing over her spectacles at her son's gloomily thoughtful countenance.

"Nothing, ma," returned Simon, heaving a deep sigh.

"Nothing? When you look like that? Simon Pedrick, you tell your ma what's troubling you, right off!" she warned as she came around the table and laid a strong hand on his shoulder.

"Well," sighed Simon resignedly, "I don't seem to amount to much, ma. Of course, I know that I've got the best candy store and soda business in West Hollow, but it don't satisfy my—my ambitions."

Mrs. Pedrick shook the fat shoulder impatiently.

"Not satisfied!" she mimicked in an exasperated manner. "Ambitions!" Humph! I'd like to know what more you can expect than to be a successful business man? I know what's the matter with you, Simon Pedrick. You're mooning over that silly Luella Finch, who hasn't got eyes for anybody except that new professor at the academy. My poor boy"—her voice melting—"stop thinking about Luella Finch and all her high educated friends. There's plenty of girls in West Hollow who'd jump at a chance to marry you, Simon, if you'd only perk up and go after 'em."

Simon shrugged his shoulders.

"I want to do something, be something—like him," he muttered moodily.

"Like who? Professor Tooley?"

"Yes," nodded Simon.

"What has he ever done?" challenged Mrs. Pedrick.

"He's explored, and dug up old relics, and discovered things; once he went on a voyage to the arctic regions, and the man he was with, the head explorer, he discovered new land up there, and he named it after a king. Ma, I'd like to do something like that! Luella thinks Tooley's covered with glory because he was with the man who discovered the new land, and"—

"And named it after a king!" snorted

Mrs. Pedrick. "And you call yourself an American citizen! Simon Pedrick, do you know that your ancestors on both sides fought for this country's freedom—and now you're wishing you could discover an island so's to name it after a king—least-ways you're envious of the man who did it."

"Ma, you'd never understand," sighed Simon, rising and reaching for his hat. "Nobody understands me."

With which gloomy reflection Mr. Pedrick went out into the January twilight.

A week later the little village of West Hollow was stirred to its depths by an announcement in the weekly newspaper.

Said the *West Hollow Echo*:

"Our well known neighbor, Mr. Simon Pedrick, starts this morning on a very unique expedition to the polar regions. Mr. Pedrick who is the proprietor of the popular Eden Confectionery Parlors, tells us that it is his intention to walk to the farthestmost borders of British North America. This expedition will occupy all of a couple of years, and Mr. Pedrick expects to obtain much interesting material for a book which he will write on his return. The Eden Confectionery Parlors will, in the absence of Mr. Pedrick be under the able management of William Hicks, who has had charge of the soda fountain for several years. We extend our hearty good wishes for the success of this expedition and await with interest Mr. Pedrick's forthcoming book."

In another paragraph the *Echo* announced that its readers would be favored with weekly letters from Simon Pedrick giving an interesting account of his trip to the north country.

If the neighbors of Simon Pedrick were amazed at his action his mother was inflamed to indignation by the startling scheme.

"You shan't stir a step, Simon," she flung vainly. "I forbid it."

"Ma," said Simon firmly, "I'm forty years old. I've always minded you and been a good son. This is the thing I want to do most of all. I can afford it, and the store will take care of you comfortably. Now, don't say another word, because I've made up my mind, and I'm going."

When Simon Pedrick talked like his lamented father Mrs. Pedrick knew that further opposition was useless, so she buckled on her armor of helpfulness and sent her son away with plenty of warm clothing in his knapsack and her blessing ringing in his ears. Now that Simon had turned his face to the north and the weekly *Echo* printed paragraphs about his going, her neighbors marveled at this unexpected spirit of adventure that had cropped out in the staid Simon.

By the time Simon's first letter, sent from Upper Dale, twenty miles away, had been printed in the *Echo* his mother was in a mood to read the account of his trip with bated breath and shining eyes.

Now, on this crisp January morning, Simon Pedrick threw back his broad shoulders and took in deep breaths of the fine air.

Simon knew that he never felt better in his life, for once he was free from restraint and the ever present responsibility of the ice cream parlors.

What Simon Pedrick did not know was that his too abundant flesh was melting from his frame, the life in the out of doors, the hard exercise in the open air, the plain food and the long restful nights were doing their work and making Simon Pedrick into the man that nature had intended him to become. As the fat disappeared Simon became better looking, his fat gave place to firm, hardened muscles and a healthy color flamed his cheeks.

"Funny, how I almost forgot what I'm going after," mused Simon as he trudged along. "Seems 's if I'm just out for a walk and going right back home any minute—but maybe it'll be two years before I ever see West Hollow again. But when I do, well, maybe I'll have made myself famous enough to be called professor—hey, Professor Pedrick—I guess Luella Finch wouldn't snub me then!"

Thinking about Luella Finch plunged Simon into deep gloom once more. This was nearing the end of his fourth week of tramping, and he was well over the line into the next state. That his enterprise was ridiculous under the circumstances was a matter that the village-bred man did not consider. His desire to make a name to lay at the feet of fair Luella

Finch quite outdistanced his common sense.

Now he was approaching a small hamlet perched on the mountain side, and as the sun was declining in the west Simon began to think about supper and a night's lodging.

A farm wagon piled high with cordwood creaked from a side road, and the red mittened driver offered Simon a ride.

"I'm walking for my health," added Simon as he declined the offer with thanks—"that is, I find it healthy to walk, while at the same time I am exploring in the—er—er—interests of science."

"I see," said the rustic in an awed tone. "Then I reckon, as I can't be no help, I'll drive on. Good day, professor!"

"Professor!" How sweet the word rang in Simon's ear!

"Good day!" he called heartily, and then, remembering his need of supper, he ran after the wagon and inquired how far he was from the village hotel.

"About two miles—only there ain't no hotel no more," informed the farmer. "It burned down last fall after the last summer boarder went, and Hi Carson, he don't reckon to build again before next spring."

"Where can I get a night's lodging?" asked Simon.

"Oh, I reckon Miss Lucetta Beals can accommodate you. She takes summer boarders, and now that there ain't no hotel no more she's been taking all the drummers and such like. It's the little white house up yonder on the hill—looks near by, but it's a mile and a half from here. You're welcome, professor!"

There it was again—Professor Pedrick! What would Luella Finch say now?

Simon was in a glow of delight as he tramped over the remaining miles that led to the cozy home of Lucetta Beals. Surrounded by resinous pines dappled with snow and with the sunshine burning against the western windows, the scene resembled a pretty Christmas card as Simon neared the front door.

A little white-haired lady was tossing crumbs to a flock of gray birds hopping on the snow, and when she saw Simon and his knapsack she shook the last

crumbs from her fingers and came to the top of the steps.

"I don't believe I know who you are," she ventured as Simon removed his hat before her.

"I'm Simon Pedrick of West Hollow, and I'm in search of a night's lodging," explained Simon, and then as a more definite introduction he produced the clipping from the *West Hollow Echo* describing his expedition and setting forth its purpose.

"Come right inside, Professor Pedrick," gurgled Miss Beals, immediately attaching the coveted title to Simon's name. "If you will put up with my poor fare for a night I shall be delighted to have you stop with me."

As Miss Lucetta Beals' "poor fare" consisted of fried chicken and cream biscuits, with honey and currant jelly, as well as spice cake and wonderfully fragrant tea, Simon settled down to an evening of perfect enjoyment. After the meal had been cleared away by a capable black woman the two repaired to the cozy sitting room, and Simon laid out his maps and outlined his projected journey into the cold north.

And in the midst of the interesting conversation there came the rumble of heavy wheels as a vehicle stopped before the gate. There was a loud "Whoa!" and then as the vehicle departed the sound of light footsteps on the porch and the sharp clang of the doorbell.

"The station stage," explained Miss Lucetta over her shoulder as she hurried out. "Somebody wanting a night's lodging, I expect, Delia," to the woman in the kitchen, "put on the teakettle and get out the chicken again."

Then she darted into the front hall and Simon heard the door open and the sound of a girlish voice lifted in glad greeting. Miss Beals' shriek of surprise was drowned in hurried whispers, and finally there came the closing of another door on the opposite side of the hall.

Simon waited awhile; then he folded up his maps and put them into his pocket. He got up and walked the floor, and it was while he was pacing thus that he paused before the long mirror set

between the front windows and saw for the first time the reflection of his changed form.

Simon rubbed his eyes and blinked with unbelief.

This tall, muscular, youthful looking man with the ruddy cheeks and the bright eyes could not be Simon Pedrick. The Simon that he had always known was fat and unwieldy and pale.

But as he looked he saw that his clothes hung loosely on his firmly knitted frame, his cheeks were lean and his muscles were hard.

This loss of flesh might explain the feeling of vigor that possessed him nowadays. The muscles that had ached on the first days of his tramping were tireless now. He felt young—alive—and capable of almost anything.

And then his mind flew back to pretty Luella Finch and he wondered what Luella would say if she could see him now.

He was soon to know, for suddenly the door opened and Luella Finch stood there. Her glance wandered past him to search the room, then to come back to his changed face—his metamorphosed form with incredulous eyes.

Simon looked at her with kindling eyes. What was Luella doing here—Luella so fair, so desirable; Luella, whom he had believed to be far away in West Hollow?

"Simon?" she whispered. "Is it really you?"

"Yes," said Simon, suddenly conscious that Luella was glad to see him. "What are you doing here, Luella?"

"I came to visit my Aunt Lucetta," explained Luella, blushing rosy red and hanging her head. "Of course I hadn't the slightest idea that you were here and— Well, oh, Simon, why did you go away and not say goodbye to me?" she ended in a quavering voice.

"I didn't think you cared, Luella," said Simon slowly, and then as the color ebbed and flowed in her fair cheek he stepped forward and took her unresisting hands in his. "I love you, Luella," he said softly; "I've always loved you—ever since the days when we went to school together—but I've been afraid of you too. And then when Professor Tooley came to town

I heard—I thought—well, I was jealous, and so I decided to come away and try and make a name that you would be proud of. If I go back home now—and I want to, Luella, because I can't go away and leave you after this—if I go back home now I shall always be plain Simon Pedrick, and I did want to be called Professor Pedrick for your sake," he ended wistfully.

Luella hugged him silently, and then she turned a melting blue eye upon him and whispered:

"I shall give you a much better title than that, Simon. Listen: Dear Simon. Simon, dear—there! Isn't that better than Professor Pedrick?"

Miss Lucetta Beals darted her head into the sitting room and withdrew it hastily.

"Delia," she whispered to the black cook, "my niece is engaged to Professor Pedrick!"

"I want to know!" gasped Delia.

"I have every reason to believe so," concluded Lucetta happily.

To this day West Hollow folks tell about Simon Pedrick's north polar expedition, which suddenly ended in a wedding fifty miles from its starting place. And although Simon never attained the honors he craved before he was sure of Luella's love, it is gratifying to know that he was perfectly satisfied to be the husband of Luella and the proprietor of the Eden Confectionery Parlors.

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### His Chef D'Oeuvre

BY ESTHER VANDEVEER

George Ashley at twenty-two was an artist with a highly artistic temperament. He had been brought up among women who were of the very best, and he idealized woman in the abstract. Having had nothing to do with others, he knew nothing about them. Indeed, he had his own conceptions of the spiritual beauty of a good woman and knew neither her strong points nor her foibles. Possibly he might have come nearer the composite of an excellent woman had not his associates been very youthful and their characters not entirely formed.

Ashley was ambitious to paint a picture of his ideal of womanhood. He did not care to portray a Madonna; there were already sufficient Madonnas in the world, some of them painted by artists that he could not hope to emulate. He desired to give his ideal the garb of the twentieth century. Of course all depended on his model. His conceptions were like a flock of birds, flying in the air and refusing to remain quiet long enough to be photographed. Genius must have a foundation on which to build, and when the foundation is established there must be a starting point. A novelist who evolved in words one of the great pictures of the world said that he paced the floor for days dreaming it, but had he not finally begun to write his dreams would never have been anything but dreams.

Where was George Ashley to find a woman through whose physical perfection shone this purity that he wished to depict? He was not rich, but had the means to go about looking for his model. This he did. He visited different countries. On the street, in hotels, in public gardens, he was constantly peering into the faces of women he met looking for that which would serve to concentrate his dreams and reduce them to reality. Many a countenance he noticed, thinking that it was the one he wanted, but on examination was found deficient. Friends became interested in his search, and his attention was called by different persons to a number of women who it was supposed might serve his purpose.

The artist while in Florence, Italy, having run short of funds, established a studio for the purpose of keeping in practice and recouping his finances. He soon achieved some reputation as a portrait painter and received orders enough to maintain him and keep him reasonably busy.

One day an American lady and her daughter came in to his studio, the mother saying that he had been recommended to her to paint her daughter's portrait.

If Miss Helen Laurence was not beautiful she was at least comely. Ashley looked at her inquiringly, as he did at

all women who might possibly serve his great purpose, but saw nothing in her face to indicate that he had found his model. After an inspection of pictures he had made Mrs. Laurence took him aside and made a bargain with him to make a full length portrait of her daughter, offering a price which was at once accepted, for Ashley's ideas of money were more vague than was his ideal of a good woman.

When Miss Laurence appeared for her first sitting she was arrayed in spotless white clinging drapery that showed her fine figure to the best advantage. Her coiffure was of the simplest. All that dress could do to represent purity was effected. Then, too, the girl's face was stamped with innocence. She looked with her blue eyes into those of the artist with a perfect trustfulness.

"Paint me as I am," she said to him. "Don't flatter me. If you should make a Madonna of me I should not like it. I am imperfect, and a perfect person represented on the canvas would not be I."

Ashley questioned her as to what she considered imperfections and was convinced by her replies that she did not know the meaning of the word—that is, she was innocent. While working on her features he chatted with her to draw out her individuality. Her voice was sweet, and it was evident from what she said that she was profoundly ignorant of the wicked part of the world she lived in.

Ashley made a discovery. He had been looking for a woman whose countenance expressed purity. He now formed a theory that innocence and purity are synonymous. Whether he was right or wrong is an open question. It began to dawn upon him that having found innocence it would serve to influence him in portraying purity. He did not realize that for some time he had already been under this influence. He was first made aware of it by noticing in the face he was putting on the canvas evidence that he was on the way to realize his ideal. He was not so impractical as to suppose that he would ever realize that ideal, for he well knew the impossibility of any



such realization. He simply knew that he had found an inspiration.

He found something more than an inspiration. He found that which he had never before experienced—love. This was quite naturally the result of peering into the face of a pretty girl for hours at a time and striving to consider her at her best that he might make a successful picture of her. His determination to make her his model for his masterpiece was an additional reason for his falling in love with her. There was a fascination about his subject which he supposed had been revealed probably to him alone. He could not see how any other man should be enthralled as he had been, for he laid his enthrallment to his peculiar perceptive faculties which enabled him to perceive a perfect embodiment of purity.

When the picture was finished it was a marked success, not as a portrait, but as a representation of purity. The model's mother accepted it without comment, though it was not a likeness of her daughter, for it was a beautiful picture. It was placed in a conspicuous position and much admired, but few of those who were acquainted with the subject recognized it as her portrait.

Meanwhile Ashley had become so absorbed in his model that he failed to be elated with his success. During the last sittings his subject, by frequent casting down of her eyes under his gaze, by pouting her pretty lips at any inattention on his part, had given evidence that her innocent heart had gone out to meet his. Since he was poor and had not yet made a name for himself in his profession, he hesitated to declare his love.

Nevertheless he was unable to tear himself away from Miss Laurence, nor did she seem inclined to part with him. After the finishing of her portrait, or, rather, his conception of purity, he was unable to work. The mornings usually found him in one of the galleries, where he expected to meet the girl who had captivated him. He was seldom disappointed, though she was not always alone. While she was sitting for him, so far as he knew her time was exclusively his own, but now that she had no engagements with him she was free to go about

with whom she liked, and since he was not occupied he had an opportunity to meet her in other company.

Although Ashley suffered the pangs of jealousy upon seeing Miss Laurence with other cavaliers, she always reassured him with one of her sweetest smiles on such occasions and not infrequently would make it plain to him that she wished him to join her. When relieved of her other attendant she would take him to the Boboli gardens, in rear of the Pitti gallery, than which there is no more fitting place for lovers. These gardens are representative of the medieval method of cultivating shrubbery and flowers. The perfume of the latter alone is conducive to love.

In the evening they would walk together on the Arno embankment, which when the lamps are lighted is as near fairyland as any real scene that can be produced. But it was in the apartment occupied by Miss Laurence and her mother, where the lovers were alone together, that Ashley broke down and confessed his love and his fears.

She received this confession and his fears with no definite response.

He was hoping one morning that a reputation would come from his masterpiece to enable him to muster courage to propose to his model, when, taking up a morning journal, he saw an announcement that a young American had the night before committed suicide by jumping from the Ponte Vecchio, a medieval bridge, into the Arno. It was hinted that the young man had taken himself off for love of a fair countrywoman. Ashley recognized the name of a man he had seen with Helen Laurence one day in the gallery of the Pitti palace and to whom he had been introduced by her.

As an American, Ashley considered it his duty to go to the lodgings of the young man to learn if anything was to be done in the premises. On reaching the house—a pension on the Lung Arno, which means in English the Arno embankment—he made inquiries of the proprietor. He told the artist that the suicide's mother and sister were there and a brother was expected during the day.

"I noticed," said Ashley, "that an American lady was the cause."

"Yes, signor; the lady whose portrait is now attracting so much attention. This episode will likely make the artist's fortune."

Ashley seemed turned to marble. He stood looking at the man as if stricken by some fearful calamity. The other, who was handing a key to a guest at the moment, did not notice his changed appearance and continued:

"The American is not the only one who has suffered from this same cause. An Englishman made a great ado when the lady refused him, and one of our own citizens, a prince, fell into the same pit. Among her victims she is named La Belle Dame Sans Merci, after an English poem."

Ashley staggered out into the open air. Standing with a hand on the stone coping that protects the sidewalk from the river, it seemed for awhile as if he would be another victim to La Belle Dame Sans Merci. But presently, steadying himself by the coping, he walked slowly in the direction of his studio.

The idle prediction of the landlord was fulfilled. The story attached to his picture of purity was well known, and every one visited it from curiosity if for no other reason. Since the name of the artist was attached to it, he might have taken advantage of the reputation it gave him to make a fortune, but he never painted another picture and was never seen again in Florence after that morning.

After the suicide the story concerning Miss Laurence's part in the matter was hushed up. It appears that, having heard of the young American who was hunting for a model of purity, she made a bet that she would sit for the picture and that it would be a success. She, too, left Florence immediately after the tragedy and returned to America, where it is to be hoped she repented of her many sins.

### The Chenoworth Baronetcy

BY F. A. MITCHEL

When James Chenoworth, having lost both father and mother, decided to sell

the homestead and go abroad for awhile he sat himself down to examine a large number of papers that had been accumulating for many years. Indeed, there were documents among them that dated back more than two centuries. There was a tradition in the family that the first Chenoworth in America had been a soldier of King Charles under Prince Rupert and, when the Protector Cromwell prevailed, had come to America to make a new home for himself.

The family documents were kept in what was called a hair trunk, from being covered with the skin of some animal from which the hair had not been removed. James Chenoworth spent many hours over the contents of the trunk, reading the papers. In time he took up a paper which he unfolded. It was a fragment yellow with age. The ink was also faded and almost illegible. James put it in his pocket, intending to try to decipher it later, for words in it which he could easily read seemed to refer to his ancestors. What he ultimately made out was this:

"At the beginning of the parliamentary wars James Chenoworth, son heir of Sir Ralph Chenoworth, out to fight for the king. His Arthur, two years his parliamentary forces, were enough alike to end of the war the been lost, James America. Arthur and succeeded restoration died, leaving James heirs to

Chenoworth resolved that during his travels he would visit England and hunt up his ancestral record. Placing the fragment in his portemonnaie, he made his preparations and in due time went abroad. At a hotel in Switzerland, where he found a mixture of English and Americans, he fell in with an English family named Smithson.

The main attraction in this family was Miss Gladys Smithson, a girl about twenty years old. Both she and Chenoworth were fond of winter sports, and

they were where they could enjoy them to perfection. Miss Smithson was the only child of her parents, and Chenoworth learned that through her mother she was an heiress. Since he possessed an income of barely \$2,000 a year, he repressed any desire he felt to make love to the young lady.

This was fortunate, for Miss Smithson's mother, who had an interest in her daughter's adding to rather than dividing her prospective fortune, not suspecting that there was any special interest between the two young persons, made no objection to their being together, and when they separated she invited Chenoworth when he came to England to call upon them at their home in that country.

Perhaps neither Chenoworth nor Miss Smithson realized the delicate bond that had been slowly forming between them till the moment of separation came. Gladys gave him her hand at parting, and he held it just a trifle longer than at an adieu between mere friends. Miss Smithson looked at the floor. Chenoworth looked into her face, then released her hand and turned away.

He met many young women on his travels, but none of them caused him to banish from a spot very near to his heart the image of Miss Smithson. He had planned a trip to Russia, but, bearing in his memory the image of his companion in Switzerland, he shrank from a visit to that cold country and resolved to forego the trip and give himself more time in England.

When Chenoworth arrived in London he sent his card to the Smithsons at their ancestral home in the county of Kent, with the result that he received an invitation to visit them for a week end. As he was driven into the place between two imposing gateway pillars and up to the manor house, through an avenue arched with trees that had been hundreds of years growing, his heart sank within him, for he realized that an American with a beggarly two thousand a year could never aspire to the hand of the girl who would inherit such a splendid home.

Whether Mrs. Smithson had discovered in her daughter a disposition to pine for Chenoworth and scented danger, certain

it is that the mother received him without the cordiality he expected. Her daughter, on the contrary, welcomed him with a mingling of pleasure and embarrassment. During his brief visit there were moments of exquisite pleasure for both him and Gladys, succeeded by moments of depression. There was a union of hearts, but they were constantly reminded that any other union was impossible.

When Chenoworth was making this visit, one afternoon while Gladys was engaged, he was entertained by her mother. He mentioned the fact that his ancestors had come from England and his discovery of the fragment among his family papers. The lady was doing some kind of knitting while he was talking to her, on which she kept her eyes, but Chenoworth noticed that as he passed from one point to another she was becoming deeply interested. Finally she asked abruptly to see the fragment to which he had referred. Taking it from his portemonnaie, he handed it to her.

For some time her eyes were bent upon it, while the American's were bent upon her. Evidently there was something in this bit of yellow paper, torn in half, that moved her profoundly. She handed it back to him without remark, but he noticed a slight tremor of her hand as she did so. Presently, evidently nerving herself to something, she asked:

"Mr. Chenoworth, do you intend to look up your ancestry while in England?"

She awaited his reply with suppressed emotion.

"That is my intention," he replied. "But I don't know where to begin."

There was no reply to this. Later Miss Smithson reappeared, and the two young persons went out into the grounds together.

Chenoworth was to return to London the next morning. What was his surprise before going to bed to be asked by Mrs. Smithson to remain longer. He replied that nothing stood in the way of his doing so, and his departure was deferred. Mrs. Smithson's treatment of him seemed to be undergoing a change, though she did not seem to have made up her mind with regard to his attentions to

her daughter. On the second day after her interview with him during which he had showed her the fragment she asked him to let her see it again. He did so, and she asked him if he would object to giving her a copy of it. He at once complied with her request.

The next day Mrs. Smithson announced that she must go to London to do some shopping. She charged her daughter to take good care of the guest during her absence, which was entirely unnecessary, for it was evident that Miss Gladys was as much enamored of Chenoworth as he was with her. The lovers were in the seventh heaven during the mother's absence, which lasted several days.

Chenoworth was puzzled. Why did Mrs. Smithson leave him with her daughter during this interval? Why had she changed in her treatment of him? There was no explanation. On her return the mystery deepened. She would not hear of Chenoworth's departure, saying that she was planning some social functions at which she desired his presence.

Chenoworth was beside himself. His attentions to Gladys were very noticeable, and her mother was encouraging them. She had no information concerning his standing in America nor as to his income, which, it was evident from his careful expenditures, was not large. Why, then, was she giving him every opportunity to win her daughter when that daughter might make a very advantageous match?

Chenoworth was anxious to hunt up the records of his ancestry, and he realized that to do this he must go to London. Gladys had told him that he had better go to an office of heraldry. But whenever he proposed to depart Mrs. Smithson objected, and he deferred his going.

And so it was that Chenoworth kept putting off his departure until one evening, while out on the terrace with Gladys, under the moonlight, he told her that he loved her, but he knew that owing to his limited means a marriage with her was impossible.

Then they conferred together upon what Mrs. Smithson meant by encouraging this match, but as neither of them knew they simply wondered. It was finally

agreed between them that Chenoworth should learn what was in store for them by asking for Gladys' hand.

He approached Mr. Smithson with doubt and fear. He was given to understand that if he was acceptable to the daughter he would be acceptable to the parents. This thrilled him, and he went to Gladys with the good news at once. At a subsequent interview he gave Mr. Smithson a statement of his financial affairs, to which the gentleman listened with respectful attention, but made no comment. If Chenoworth's mind had not been taken up with love, curiosity would have come in to claim its share of attention.

Chenoworth did not leave the manor house till he departed on his wedding journey. When he returned he was saluted by his mother-in-law and every one else as Sir James. When the first excitement attending the couple's return had worn off Chenoworth was informed of what had been going on during his courtship.

Mrs. Smithson had inherited her estate through the female branch of Chenoworths. She was aware that the heir to the title had two centuries before disappeared in America. On receipt of a copy of Chenoworth's fragment she had taken it to a herald office in London, and they had given her the following reading of it when complete:

"At the beginning of the parliamentary wars James Chenoworth, son and heir of Sir Ralph Chenoworth, went out to fight for the king. His brother, Arthur, two years his junior, joined the parliamentary forces. The two brothers were enough alike to be twins. At the end of the war, the king's cause having been lost, James Chenoworth went to America. Arthur returned to his home and succeeded to the title. When the restoration came James Chenoworth had died, leaving a son, John. The sons of James Chenoworth are the rightful heirs to the Chenoworth title and estates."

Mrs. Smithson's action was explained. By taking James Chenoworth for a son-in-law she revived the baronetcy and secured for her daughter the estates which were legally his.

### The Thirteenth Floor

BX CLARISSA MACKIE

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As the office door closed behind the retreating form of Homer Dickson the stout stenographer sighed relievedly and drew a magazine from her desk.

"I thought he'd never go," she said.

The dapper bookkeeper took a silver quarter from his pocket and flipped it toward the office boy. "Peanuts," he said succinctly as he spread the morning paper over his ledger and turned to the market report.

"I saw Homer beatin' it for the ferry," remarked Jimmy when he returned with the peanuts and they had been divided into three portions. "I guess he's good for the day."

"So he said," agreed the bookkeeper, cracking shells and tossing them over his shoulder into the waste paper basket with admirable dexterity. "If you want the afternoon off, Miss Porter, you can have it," he said, with a smile.

The stenographer smiled lazily as she reached for another peanut. "This suits me," she murmured, turning the pages of her magazine.

Suddenly the outer door opened and precipitated confusion upon the trio. A tall man, middle aged, with a strong, clean-cut face and piercing dark eyes glanced from one to the other.

"Mr. Dickson in?" he asked sharply.

"Out," said the bookkeeper curtly, thrusting the newspaper into a drawer and dipping pen into the ink well.

"When will he return?" asked the stranger quietly.

"He didn't say. I think he's gone for the day," replied the clerk ungraciously as he bent above his ledger.

"I'll wait awhile," remarked the visitor, seating himself in a chair and opening a notebook.

Bray, the bookkeeper, shrugged his narrow shoulders and applied himself to his neglected work. Miss Porter laid aside her magazine and thumped noisily upon the typewriter, while Jimmy swept up the accumulation of peanut shells and filed letters with brisk attention.

The stranger sat absorbed in his note-

book, making calculations with a stubby lead pencil.

"Nice weather for crops," remarked Bray, with a slight wink toward the stenographer.

Miss Porter ruffled her flaxen pompadour and giggled.

"We got our hay all in," said Jimmy nasally, as he scuttled past the stranger on business intent.

"You re'collect our old black hen?" went on Bray facetiously. "Waal, by gum, she laid a egg yesterday most as big as a grapefruit. I reckon on sending it to the county fair."

"Did Mr. Dickson mention having an appointment with Mr. Penworth this morning?" asked the rustic.

A leaden silence settled on the office. Bray broke it at last.

"Penworth!" he gasped, with a sickly smile. "J. Augustus Penworth?"

The stranger nodded impatiently and glanced at his watch. "Did Mr. Dickson mention having an engagement with me?"

"No, sir," returned the bookkeeper respectfully. "I think he must be detained somewhere. I'll try to trace him by phone. Jimmy, give Mr. Penworth a seat in Mr. Dickson's office." Bray disappeared within the telephone booth with agitated countenance.

"Tell that idiot to keep away from the telephone. I'll wait till Mr. Dickson comes in," growled the visitor so savagely that Jimmy skipped to obey. The brutal message, conveyed verbatim, Mr. Bray emerged from the booth with a very red face and returned to his ledger, while Mr. Penworth accepted a comfortable Turkish rocker in the private office and lighted a long black cigar.

"J. Augustus Penworth, Multimillionaire and King of Finance." So the special article in Bray's Sunday newspaper had capitalized him. His name was as well known as that of the president of the republic, and the entire office force had laughed openly at him.

Bray writhed on his high stool as he looked at the back of the millionaire's gray head, and he cursed his own bad manners in ridiculing the stranger. Bray was ambitious, and Penworth was known to be especially interested in young men

and if he knew them to be capable and willing to work could always find places for them in his numerous industrial plants. The bookkeeper had read the article in the Sunday paper, and his imagination had been fired with the possibilities that would open out if he should ever cross the path of the great man.

Here he was—J. Augustus Penworth, and Bray had ridiculed him! It was too much to bear calmly, yet the bookkeeper solaced himself with the thought that perhaps the millionaire had been too much absorbed in his notebook to heed the idle chattering of the office force. Bray's usual alert manner and his courteous, almost servile demeanor toward his employer's customers would ordinarily attract the attention of a business man.

He welcomed a sudden acceleration of business now. He transacted trivial matters with a crispness and courtesy that made Miss Porter and Jimmy open their innocent eyes. He darted from telephone to ledger and from ledger to vault and spoke with an air of authority. Altogether he showed himself to be a man of considerable affairs. All the time he was pleasantly aware that the great financier had wheeled his chair about and was watching with curious intentness.

After awhile when business had quieted down the financier beckoned the bookkeeper into the private office, and as the gratified Bray paused before him Penworth asked:

"How long have you been with Mr. Dickson?"

"Ten years," stammered Bray excitedly.

"And I suppose you are satisfied with your position?"

"Well—not exactly, sir. You see, there is no chance for advancement."

"H'm—I can imagine not—here!"

"How much is Dickson paying you now?" demanded J. Augustus Penworth.

"Fifteen hundred, sir."

"I'll give you three thousand," snapped out Penworth. "I like your looks, and you're just the sort of chap I'd like to have around—young, active and businesslike. What do you say?"

Bray gasped. "Why, yes, sir—thank you, sir! I shall be delighted"—he stutted.

"Can you come to me tomorrow?" asked Penworth.

The bookkeeper hesitated a brief instant, then: "Yes, sir, I will come tomorrow. Of course Mr. Dickson could not expect me to refuse such an excellent offer," he said reflectively.

"Of course not—even if you have been with him ten years," rejoined Penworth grimly. "Now, Mr.—er"—

"Bray—Harry Bray, sir."

"Mr. Bray, suppose you sit right down and pen a letter of resignation to Mr. Dickson. I like to have these matters cleared up as I go along, otherwise I'm apt to forget them. If you resign now I can put you right into our main office here to fill an important vacancy. There are writing materials here on this small table."

The bookkeeper sat down and nervously indited a brief epistle to his employer, in which he formally resigned his position, stating his reasons for doing so and generously waiving all salary due him in lieu of longer notice. This he closed in an envelope which he sealed and addressed. Mr. Penworth held out his hand for it and regarded the envelope with a thoughtful smile.

"Now that's settled," he said, "I suppose you'll want to settle up your books, Mr. Bray. I'm rather impressed with the rapidity with which that young woman out there operates her machine. Now, I'm in need of just such an expert stenographer, and while I suppose it doesn't look exactly square to take Dickson's help away from him—it's all in the business and I pay my people well. Send her to me, will you?"

Miss Porter was flattered and charmed to accept a position in the luxuriously appointed offices of Penworth & Co. at double her present salary. Sooner or later ability will meet with its proper reward, she told herself, while she was writing her letter of instant resignation at Penworth's dictation. He held the two letters in his hand and regarded them thoughtfully.

Jimmy drooped forlornly when he

heard the whispered confidences of the other. He had not read "From Office Boy to Millionaire" for nothing, and here was his chance to rise. J. Augustus Penworth was pushing people along on the upward path. Why could not honest Jimmy Lee be among the risers?

That was how it happened that he approached the great man and respectfully asked for a job as office boy, and he got it. Twice the salary he had been receiving caused his eyes to sparkle joyously. Mr. Penworth had just told him that he could write a letter of resignation when there was the sound of rapid footsteps in the corridor outside.

Instantly the millionaire leaped to his feet, and Bray and Miss Porter, who were in the line of vision, saw him drop their letters of resignation through the letter slot into Dickson's closed and locked desk, and they exchanged glances of satisfaction.

The outer door opened, and there was the sound of footfalls. J. Augustus Penworth thrust aside the startled Jimmy and darted behind the tall desk, where he crouched as if in fear.

"J. Augustus Penworth? Let's have a look at him," said a gruff voice, and two dark forms filled the doorway of the private office before they discovered the millionaire and pounced upon him just in time to wrest a revolver from his hand.

"No, you don't, Mr. Mike Hennessey, alias the Farmer, wanted for forgery and so forth! We tracked you to this building, and we've raked every office with a fine-toothed comb till we come to the thirtieth floor. Say, Mike, this number thirteen's an unlucky number for you all right?"

The detectives laughed as they handcuffed their prisoner, and the other asked with a humorous wink: "J. Augustus Penworth, are you moving in high financial circles, eh? What kind of business you been transacting here?"

The prisoner stared impudently at the horrified faces of the bookkeeper and the stenographer and winked toward the locked desk where their resignations waited Homer Dickson's return.

"I been studying human nature some

and playing schoolteacher by learning these folks some lessons," he said, with an affected nasal drawl. Then they led him away.

It was Jimmy, the office boy, who broke the ghastly silence that followed his withdrawal.

"I guess I better dust up Mr. Dickson's office," he said virtuously. "He'll be pretty busy the next few days, and somebody's got to be on to the job."

### The New Automobile

BY F. A. MITCHEL

I was shopping and had been looking at some laces. Leaving the store, I went out on to the sidewalk, intending to go home, but it was such a bright spring morning that I was loath to do so. Beside the curb stood a new spick and span automobile, the sun glistening on it and the cushions looking so comfortable that I wished I might have a spin in it. My husband was at the time trying automobiles with a view to buying a new one, and I wished he would select one exactly like the car before me. While I was coveting it Charlie Forsyth came along and after greeting me joined me in admiring the machine.

"I'd like a spin this morning," I said to him. "I haven't been out for a week. Our chauffeur has been laid up, and I'm afraid to go out into the country alone, for if my machine should break down I wouldn't know what to do."

"I'll take you out," he said. "Get in."

I knew that Charlie was fond of motoring, but was surprised that the car should be his. However, he owned several cars, and I expressed no surprise. The truth is I was thinking that I should decline his invitation. My husband was not at all jealous and permitted me to accept any attentions I saw fit. But I was quite sure that if he would be displeased at my motoring with any one that person was Charlie Forsyth. This was what occupied my mind as I stepped into the car.

"Only a short ride," I said. "Tom said he might be at home at noon today with a new car he is trying and take me out with him after luncheon." "Just as long or as short as you like," he replied.

I knew Charlie to be a fine driver, and I was therefore surprised that he had some difficulty in getting under way, but I supposed that, his machine being a new one, he had not yet become familiar with it. However, we finally got out from the crowd of vehicles that frequented that part of the city, and it was not long before we were moving on a country road regardless of the speed limit. We had been out about half an hour when I asked Charlie how long he had owned the auto.

"Owned what auto?"

"Why, this one."

"This one! I don't own this car. Isn't it yours?"

"Mine! No. I never saw it before today."

"Well, I'll be jinged! We've stolen an auto."

I began to laugh.

"It's no laughing matter," he added.

"The owner can make a lot of trouble for us if he likes."

"I wonder who the owner is?"

"I don't know, but I do know that I'm going to take it back from where I got it as soon as possible. I only hope—no, that cannot be expected—the fellow has been detained so that we can get it back before he misses it."

"For heaven's sake!" I exclaimed.

"Turn around and go back as fast as you can!"

"It would be better to return by another road. We'll strike a crossroad presently. I'll take it and in a mile or so reach an asphalt paved way that will take us back to the city."

We kept on, but in a few minutes I heard an ominous buzzing behind. I turned and saw an auto coming like the wind.

"My goodness gracious!" I cried.

"Suppose it should be the owner of the car coming for us!"

"Quite likely it is," said Charlie grimly.

I can understand the temptation of persons running autos when they knock down or run over some one to try to get out of the scrape by flight. The impulse to make a race for concealment is very strong. The almost certainty of final detection is lost sight of. This is the way I felt, and I fancy Charlie was tempted in

like manner. But he never said a word, nor did I. I knew by the sputtering of the machine as he turned on more power and opened a valve to let out gas that he was going to run for it.

But both Charlie and I were fools not to turn about and, if we met the owner of the car we had taken, explain the mistake and throw ourselves on his mercy. As I have said, it was that desire inborn in humanity, and in the brute creation for that matter, for the excitement of a race.

"Don't look back," said Charlie.

I knew by this that my doing so would indicate that we were trying to escape by flight, whereas if we paid no attention to those behind us it would appear that we were simply going at high speed. But despite the caution I could not help turning my head. I could not see who was in the car behind us on account of the dust, and by other evidences of a breakneck speed I had little doubt that the driver was trying to catch us.

"I think they're gaining just a little," I said.

Tom pushed the speed gauge a trifle farther on—not to the limit, for we were already going at a tremendous gait. The telegraph poles flew like the spokes of a revolving wheel. Fortunately the road was good, but Charlie dare not turn when we reached the crossroad without slowing down, and this he did not wish to do. So we shot by it like a cannon ball.

Looking ahead, I saw what teams were in the road turn and as far as possible on the side. When we reached one of them the astonished face of the driver flashed upon me and vanished.

Looking back, I saw that we had gained on our pursuers. They were still under full speed, but they surely could not have as swift going a machine as ours. But at this moment something underneath our car began to rattle. Charlie instinctively moved back the speed gauge.

"I'm afraid we're beaten," he said.

"Oh, go ahead!" I cried. "Take the chances."

"If anything should break while going at this speed we'd be mashed into pulp."

Possibly, added to this view of the case, Charlie had had time to consider the folly of our course. The rattling continued,



and he took off more power. I looked back and saw that our pursuers were rapidly coming up with us. I think I would have renewed the pace if I had known we should be wrecked, but Charlie had got some discretion into him and kept reducing instead of putting on speed.

"When they come up," he said, "don't appear as if we had been trying to get away from them. Brazen it out. I'll declare, till otherwise convinced, that the machine is mine.

So we prepared ourselves for a bluff, and our pursuers, coming near, shouted to us to stop. Charlie obeyed, and the other car slowed down beside us. When I saw what it contained the heavens grew black, all about me whirled, and I sank back on the leather cushion.

I had been flying from my husband.

I didn't quite faint away. I was sufficiently conscious to see on Tom's face the look of a man who had caught his wife running away with a rival. The first words I heard came from Charlie, and it was evident that he had not lost his presence of mind.

"Hello, Tom!" he said. "What are you doing out here at this time in the morning?"

Tom made no reply. He was too appalled to speak.

"I met your wife," Charlie continued, "in front of Waterman's store looking at this auto. I thought it was hers, and she thought it was mine. I proposed a spin, and it was only a few minutes ago that we discovered our mistake."

I saw a look of mingled relief and doubt come over my husband's face. He seemed to wish to believe the story, but found it hard to swallow. Presently he said in a reserved tone:

"You are in a car I have been thinking of buying. I left it awhile ago before Waterman's, going in to buy a pair of driving gloves. When I came out the auto was gone. A policeman told me he saw a man and a woman get into it and drive off in this direction."

By this time I had recovered sufficiently to take my part in the conversation.

"We discovered our mistake," I said, "just as we heard you coming for us. Not knowing who you were, but supposing

you were the owner of the car we had taken, we thought we would race you for it. Flying from my own husband—ha, ha!"

Tom didn't seem to think it funny a bit, the reason being plain. The idea that was uppermost in his head was that I was eloping with his rival. However, the fact that we had taken the automobile he had been using convinced him. If we had intended an elopement we should not have been likely to take that particular car. The fact of having been pursued by Tom began to strike Charlie as very ludicrous. The corners of his mouth began to quirk up. Tom's scowl also broke into a smile.

We've got to get back to town," said Charlie. "Do you want your wife in your car, Tom, or will you trust her to me? I promise solemnly not to run away with her again."

Tom's smile broadened into a grin, and, starting his auto—he had borrowed it for the pursuit—he left us to go where we pleased. We followed him home, and I invited Charlie into luncheon. We found Tom opening a bottle of wine, and before the party broke up we were in a gale of laughter at our stealing an automobile, being chased for thieves and finally my being considered an eloper by my own husband.

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## Youth and Age

BY F. A. MITCHEL

She was born a flirt. When she was a little girl she preferred the company of boys rather than girls; not that she was a tomboy, for she was very feminine. When she was thirteen she captured a boy of ten and gave him a genuine case of love. At fifteen she enthralled a man of thirty. At eighteen her adorers were numberless. At twenty her mother insisted that she should stop flirting and marry.

She promised to think about it, but before she had finished her thinking she was twenty-four, and by that time a woman is hard to please. At twenty-six she was not only harder to please, but had fewer eligible men to choose from. Then she woke up one morning to find herself an old maid.

She did not like the prospect before her. She declined to accept it. She set her jaws and resolved that she would marry for a home and children. She did not agree with the poet that "knowledge comes, but wisdom lingers." She believed she could select a partner who would fulfill all the conditions of a desirable husband. As for romance, bah! Had she not been very nearly in love with Charlie Ashurst, who had afterwards gone to the bad? She had been engaged to Tom Chester, who was now a fat, bald-headed pig. Her mother had interposed between her and Jimmie Ludlow, who had married and had been divorced for cruelty, well established. This was or had been romance. No more of it for her. She wanted a man who would go to business in the morning, return in the evening and not bother her for those little attentions husbands usually desire. She would lavish her affection on the children.

She met a man a few years her senior who seemed to fill the bill. On meeting her he seemed interested in her. He did very little talking, but was a first rate listener. So far as she could discover there was not a spark of romance in him. She determined to marry him if she could.

Realizing that the coquettish ways of a girl in her teens would not avail her now, she tried to make herself acceptable to him as a companion. She talked sensibly, acted sensibly. She admitted that she had made a mistake in not marrying when younger and would like to rectify the error before it was too late. Any time was time enough for a home, but would soon be too late for children. She also intimated that the man she wanted was one who would make her comfortable. Love after marriage, she had heard married persons say, was, after all, but an intensified companionship.

He neither assented nor dissented from this. He looked at her curiously while she was saying it, and she wondered what he was thinking about. Perhaps it was his reticence and her own curiosity that gave her an interest in him, the strength of which she did not realize. She noticed that, though he said very little, what he did say inspired confi-

dence. After an evening spent in his company she felt her inferiority. He paid her few compliments, but when he did praise her she felt that he meant it and she deserved it.

Notwithstanding that they were much together and she had admitted that she wished to marry, he did not propose. Either he was obtuse or he preferred to remain a bachelor. Nevertheless his visits increased in frequency, and at last he was with her every other evening. Finally he said to her:

"Your philosophy has converted me. A marriage based on common sense is worth a dozen with no other foundation than infatuation. That's what it is, infatuation. Like you, I wish to marry for a home and children."

"It's coming at last," she said to herself.

"At my time of life I look for the woman who is most likely to make my home comfortable. I have been considering two women—not that I have any assurance that I can get either—yourself and another. I think the other will make me the more comfortable, though she is not as attractive as you."

This was too much for her philosophy. She looked at him, trying to find voice to make a reply, but feared to betray herself by a quivering lip.

"I would like you to meet my fiancée," he continued. "She is not intellectual, but practical. One thing about her that has gone far to decide me in her favor is that she is an excellent cook."

At last she found voice to speak.

"Your words are positively brutal!"

He burst into a laugh, at the same time taking her into his arms.

"Am I more brutal," he said, "than the girl who drove Fred Jones to attempt suicide?"

"Fred Jones!"

"Yes. I am that Fred Jones whom you lured to a proposal eleven years ago and who left you to jump into a river, from which he was unwillingly rescued. He recovered from a desire to fill himself with dirty water, but has never recovered from his love of the dear girl who sent him forth that night to"—

"Heavens!" she interrupted. "I can

remember a good many of them, but I can't recall any one by the name of Jones."

"It doesn't matter. The age of romance with us has passed. We need each other now. In our youth we didn't; the world was ours."

They were married, and every one said, "What a lackadaisical couple!"

### Good Enough for a Servian

BY ETHEL HOLMES

When the British troops were making their way from Saloniki, Greece, to assist the Servians in repelling the Bulgarians the commander of the English advance was desirous of communicating with the Servians nearest to him in order to arrange for a junction between the two forces. Entering a peasant's hut, he found a Greek family, the oldest daughter being a pretty girl of sixteen.

"Would you like to earn these?" the general asked of the girl, showing her a handful of gold pieces.

Her eyes sparkled, and she admitted that she would.

"Well, then, take a basket of eggs and go northward, ostensibly to sell them to such soldiers as you meet. One of the eggs will contain a message. Give it to the first Servian officer you meet."

"Suppose," asked the girl's mother, "this egg containing the message falls into the hands of a Bulgarian?"

"In that case," replied the general, "it would go very hard with your daughter. But," he added, "if she manages well I think she will get it through without any difficulty."

The woman looked at the gold, then at her daughter. The latter looked at the gold and told the general that she would undertake the mission. The general called for a basket of eggs and, taking one, chipped a small hole in the shell, let out the contents, rolled a bit of tissue paper on which the message had been written into a wisp the size of a match, put it through the hole in the shell, filled the remaining space with sand, then sealed the hole with a bit of white plaster.

The girl was expected to go some distance; therefore a horse and cart on the

place were requisitioned to take her. As she drove away the general bid her god-speed, and if she got the message through and returned safely she should have a hundred gold pieces. Possibly she might be intrusted with a return message, but it had been arranged by the one in the egg that it should be oral.

Maria, the girl, drove along a road leading northwestward till she came to a picket guard of Bulgarians stationed to prevent any communication between the French and English and the Servians. Maria showed them her eggs, and when they seemed disposed to turn her back she gave each of the men a couple of them. They were very hungry; therefore the bribe was sufficient.

She next came to quite a large force of Bulgarians, and the officer in charge refused to let her pass. She made up a sad story about her mother being ill and she had gone out to get some eggs for her to eat. The officer referred the matter to his commander, who, moved by Maria's story, ordered that a woman be employed to search her and if nothing was found on her to let her go on. The search was thorough, the cart being also carefully looked over. Of course nothing was found. Then Maria gave away all the eggs she did not need for her mother and went on, having been given a pass which would enable her to go as far as she liked.

She soon met with a party of Bulgarians engaged in placing obstructions on the road. They stopped her, but when she showed them her pass they were willing to let her go on. But, being short of rations, they confiscated her eggs. This frightened her.

"Some of them are not fresh," she said. "I don't think you will care to eat such."

With that the officer in command took up the eggs, one after the other, and held them to the sunlight to look through them. When he came to the egg with the message, before raising it to the light he held it in his hand to judge its weight.

"This one is bad, I know," he said. "It doesn't weigh the same as the others."

Maria's heart stood still.

The officer held the egg up to the sun, and, since no light passed through it, he put it in the basket, saying:

"My dear, if you meet with a Servian you are quite welcome to give him that egg. It is not good enough for a Bulgarian, but it is too good for a Servian."

A way was made through the obstructions for Maria's cart, and she drove away amid the laughter of the men at their officer's joke.

That was the last stop Maria made. The next men she met were some Servian cavalry. She gave the egg to their commander, telling him that it contained a message. He escorted her to his general, who took the paper from the egg-shell and read it with intense interest. It named the location and the date at which the British and the Servians would form a junction, and, since this suited the Servians, Maria had only to carry back an oral message stating the fact.

Strange to say, she had more difficulty in getting back than in going out. She was once detained over night and twice was searched. When she finally reached the British outposts she was taken to the general, who gave her a kiss and the hundred gold pieces promised her.

The exploit was very much to the credit of the messenger, but it availed nothing in the end, for, not long afterwards the allies retreated to Saloniki.

Nevertheless, though what the girl did was of no avail in the end she was very proud of it.

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### A Doctor's Story

BY WILLIAM CHANDLER

One of my patients was a Miss Young, an orphan, whose uncle had called on me to visit her.

I attended Miss Young for some time, during which I not only made no headway in improving her condition, but lost ground. I noticed that whenever I called the nurse was in the sickroom and never left it during my visit. One day while I was with the patient alone, having asked the nurse to get me something from the bathroom adjoining, Miss Young's face suddenly assumed a pained expression, and she whispered in my

ear, "She's killing me." She had barely time to say this and resume her usual expression when the nurse returned.

Of course I gave no sign to Miss Hazard, the nurse, of what had been communicated to me, but I saw at once that something must be done to free my patient from her ministrations. I called up Mr. Van Orden, the uncle, and told him over the phone that I was not satisfied with his niece's nurse and would not be responsible for my patient unless she were replaced by another of my own choosing. I received no definite reply, but before my next visit was informed that since the patient had lost ground under my treatment he had decided to call in another physician. My services would no longer be required.

Putting together what my patient had told me and my dismissal at attempting to get rid of the nurse, I made up my mind at once that something was wrong. But I dared not act without more information and resolved to proceed cautiously. I soon came to the conclusion that I had better act with my successor in the case and sent my office assistant to watch the house and discover who had succeeded me. She reported that a recent graduate, a Dr. Vernon, had called at the house, and I at once made an appointment to meet him and put him in possession of all that I knew about the strange condition of affairs.

Vernon, possessing this knowledge, had a great advantage, since it was not known that he had it, and he could thus the better take steps to make more discoveries. We arranged that I should make inquiries as to who the parties were and secure such other information as was possible. Vernon was to do what he could by way of investigation in the sickroom. I learned that Miss Young was an heiress and that her uncle was her guardian till she came to be twenty-one years old, when the estate would pass into her own keeping.

Vernon found means to communicate with the patient by insisting that the nurse get something for him that would require her going to the kitchen, and he learned that the medicine he was giving had a taste that it should not have. He gave Miss Young a vial, which she

concealed under the bed-clothes, and when about to take a dose she sent the nurse to the bathroom for a glass of water. While she was gone the patient emptied the medicine into the vial, and when the doctor called again he took it away with him.

That evening Vernon and I in my laboratory investigated the contents of the vial and found traces of a slow poison. The secret was out—the guardian was killing his ward. Investigations made by Vernon, who was by this time much interested in the case, as well as his patient, revealed the fact that with Miss Young out of the way Van Orden would be sole heir-at-law to her estate.

The question now arose, what should be our next step? Should we inform the victim of this conspiracy of her danger or have the suspected parties arrested without her knowledge? Vernon told me that his patient was in a nervous condition, bordering on collapse, and recommended that we act without consulting her. To this I assented.

That same morning Van Orden was arrested, and Miss Hazard was called out of the sickroom and also taken into custody. A new nurse whom I had selected was ready to take her place and at once entered upon her duties. Vernon and I were in the house at the time of the arrests and entered the sickroom with the new nurse. The patient saw at once that she had been delivered from the tyranny under which she had been slowly dying and greeted us with a smile of supreme relief. Had I not been a married man I should have been disgruntled at seeing the look she gave Vernon, for it was plain that she had given him her heart.

"Oh, doctor," she said to him when she knew all that we thought best to tell her, "how much I owe you!"

"Where do I come in?" I asked.

"And you, too, of course."

Our patient was not told that an attempt had been made to poison her and that her uncle and nurse had been arrested charged with the crime until she had recovered her health. Her recovery was hastened by the especial attentions,

or, rather, the devotion of Dr. Vernon, and before she was informed as to what had occurred they were engaged.

Van Orden jumped his bail and disappeared. Miss Hazard's counsel succeeded in having her acquitted because the prosecution failed to prove that she had any motive for the crime. Nevertheless it was known that her motive was a large share of the fortune her employer was trying to secure, or at least a promise of it.

### A Cryptogram

BY F. A. MITCHEL

It is said that "all's fair in love and war." Whether or not the adage is true, this story is an illustration of it. Imogene Blair, a comely lassie of eighteen and the idol of her parents, must needs be debating whether she should accept Frank Shackelford as a husband. The only reason why she hesitated was because Frank was worthless except for one purpose—that was to lead cotillions. When Imogene saw him marshaling the dancers, his breast covered with favors and looking for all the world like a much decorated generalissimo, she admired him immensely, and when he stood in the middle of the ballroom and gave his orders by clapping his hands she thought him a god.

Imogene, notwithstanding her parents' serious objections, accepted Mr. Shackelford, and there was before her the honor of being the wife of a prominent society man and cotillion leader. Her father, a hard-headed man, who had made a fortune by practical attention to business, was much disgruntled by his daughter's choice. His chief clerk, John Stebbins, had been attentive to Imogene, and Mr. Blair had hoped she would marry him. John was Mr. Blair's financial man and as steady as a church. But it was not to be expected that a man who did not even dance could compete with a terpsichorean captain-general with his breast plastered over with decorations.

John knew that he was the favorite of the parents of the girl he loved, but disdained to avail himself of this advantage. One day Mrs. Blair came to him after her

daughter's engagement and showed him a piece of paper on which was written "O. L. 6. R. 9. L. 17." and asked him his opinion as to what it all meant. John suspected what it was, but he was considerable of a wag, a great favorite with the lady who showed it to him, and, withal, quite apt at invention. After studying it awhile he said:

"I think it's a love message. The first two letters, O. L., probably stand for O, Laura. I is the ninth letter in the alphabet. So we have O, Laura, I. The meaning of the next letter, R, we must fill in after we have finished. U is the twenty-first letter of the alphabet, or you. The whole may read, 'O, Laura, I — you.' Quite likely the letter R is the initial letter for the word love in some other language than English."

"Just what I thought," said Mrs. Blair, and without stopping to give the young man a chance to confess that he was chafing her she whisked out of the room.

Now, when Shackelford had visited Imogene one evening he had taken a bunch of letters from his pocket in order to read one of them to her and a bit of paper had slipped from among them and fallen on the floor, slanting as it fell, so that it lay under the sofa on which the couple were sitting. A maid had picked it up the next morning and handed it to the young lady.

The most easily excited emotion in the breast of a young lover is jealousy. Imogene felt sure that her fiancé had dropped the paper on which were the letters and figures given above, and these she feared was a cipher message to a rival. She showed them to her mother, who found it convenient to agree with her. Mrs. Blair promised to decipher the cryptogram and called in John Stebbins to help her. Whether or no she believed his flimsy interpretation to be correct, she certainly preferred to consider it so. Taking the paper back to her daughter she gave the meaning John had put upon it.

Imogene was much affected. She told her mother that she would charge her fiancé with being in clandestine correspondence with another girl and if he did not make a satisfactory explanation she would break her engagement. Mrs. Blair

told her that Shackelford would doubtless trump up an explanation and begged Imogene to act without consulting him. After a long struggle, in which the mother strove to convince the daughter that Shackelford wanted her only for the wealth she would inherit, Imogene was prevailed upon and wrote him a note breaking with him without giving any reason.

So this was the evidence on which this conspiracy was based that Mrs. Blair took advantage of the season, February, to whisk her daughter off to Florida and kept her there till the hot weather drove them home. On their return they found Shackelford engaged to a girl whose first name happened to be Laura, with a fortune in her own right.

This was conclusive proof to Imogene that the paper she had discovered was a cipher love letter. Partly to show the recreant Shackelford that she did not love him and partly from the dawn of common sense within her she accepted John Stebbins.

Sometime after their marriage John twitted his wife as to her affair with Shackelford. She produced the cryptogram. John looked at it curiously, forgetting that he had ever seen it before.

"What is it?" asked his wife.

"The combination of a safe lock."

"What!"

"Turn from zero to 6, then right to 9, then left to 17."

"Oh, my goodness gracious!"

But Imogene lived to be thankful that she had turned down a dancer for a practical business man and did not mind the way in which the scale had been turned in favor of the latter.

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### A Misapprehension

BY WILLIAM CHANDLER

Being delayed in the town of Acland, where I had gone on business, on account of the absence of the man I had gone there to see, I asked the clerk of the hotel where I stopped if there was a free library in the place. He directed me to one of the most attractive little buildings I ever saw, in the center of a grove. I went there and nosed over the fiction shelves for awhile and finally took down a novel.

On turning the leaves a bit of paper flitted to the floor. I picked it up and, seeing some words written on it in pencil, read them:

Ten years today since Frank left us, and I am no more reconciled to his absence than the day after his departure. Oh, the long, long, weary day! ALICE.

Now, there was something in this that fitted me. My name is Frank Tisdale. Twelve years before I had accepted a position in a commission house in Hongkong and gone out there to make my fortune. I returned on a visit after eight years' sojourn in China and never went back. I was twenty years old when I left home, and among the girls to whom I said goodbye was one Alice Ringold. But I was not aware that I was any more to her than any other young man.

I took the book and the paper to the librarian, telling her that I had found the one in the other. She said that returned books were apt to have a variety of articles in them, usually put there in lieu of a book mark. I asked her if such articles were returned, and her reply was, "Sometimes." I requested that if she returned the paper I had left with her to the person who had written it she would let me know. I left with her a postage stamp and my address.

Not very long after my return to my home I received a letter from the librarian announcing that she had found the Alice whose name was appended to the writing on the paper I had discovered. The lady had dropped it into the book which was lying open on a table, someone else had closed the book, and it had been returned to the library with the slip in it. The librarian gave the name, Alice Ringold.

Now, I had passed the age of thirty, supposing that no woman had shown any predisposition toward me. I was on the verge of middle age, with no one to care for me, and now accidentally I had discovered that a girl from whom I had parted a dozen years before had been mine for the asking during the whole of that period. I remembered Alice Ringold, a shy little thing, so young that I would not have believed she could love any man. She could not at the time have been more than fifteen.

Here was a chance to break away from the bachelorhood into which fate seemed to have thrown me. I would renew my acquaintance with Alice Ringold, and if she was of the same mind—and from the recent date of what she had written it was likely that she was—I might settle myself in a home under the same advantages as pertained to youth. But I must contrive to make the meeting appear accidental.

She had removed from the town where she had lived to Acland, and there I went. Having learned where her home was situated, I set out to find her, proposing to make up a story as to how I had come to know of her being in Acland. Just before reaching the house a young woman came out of the front door and in another moment met me face to face.

She was Alice Ringold. Between sixteen and twenty-six there is not so great a difference in one's appearance as between twenty-six and thirty-six. At any rate, there was enough left of the girl I had known for me to recognize her. I stopped, lifted my hat and spoke to her. She looked at me, and I saw at once that she knew me.

"Alice Ringold?" I asked.

"Yes; and you are Frank Tisdale."

"Singular that you should know me after so many years' absence."

"No more singular than that you should know me."

"I have been wondering what had become of you since my return to America. I have been hunting you for months."

She cast her eyes down just as she did when she was little more than a child. She was going to the village, and I walked beside her. I told her of the many times I had thought of her during my absence in the East and how I had longed that fate should have brought us together again.

With that slip of paper in my possession I had all the boldness of a grenadier. I made rapid progress, speaking more and more plainly in my lovemaking as I advanced. When I parted with her I told her I would see her in the evening, and when the evening came, having gone through the preliminaries, I proposed.

She said it was very sudden and a great surprise to her. I smiled inwardly at this, thinking of the paper I had found. However, after a little coyness she yielded and accepted me. Just before I left her she said:

"Do you remember my brother Frank?"

"Frank? I believe I do."

"He died soon after you left for China. I have never got over his loss."

Great heavens! It was her brother she had loved all these years.

Nevertheless we are very happy.

### The Policy of Peter

BY CECILIA A. LOIZEAUX

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When Walter Leighton brought Peter home and laid him tenderly in his wife's arms, she rose to the occasion nobly, though a dog was the last thing on the earth for which she had any desire. But she saw in one quick glance that Walter was bringing her a gift that he considered a fine one, and she was a woman that never did things by halves.

So she listened with respect to the list of doggy's ancestors and gravely considered the markings, though she knew not one from another. But when he reached the price, \$25, she remembered that supper was waiting. Later that evening when she was making the unhappy, shrinking little beast a warm bed in the dining room Mary Leighton said disrespectful words in a loving tone that caused the pup to lick her hand and cease his whimpering for the moment.

"You ornery, red eyed, bow legged, stub tailed little brute!" she cooed. "If I'd known you were coming I'd have got in a previous bid for that lovely hat at Mason's. I didn't say anything about it to Walter because I thought he couldn't afford it, and here he has gone and wasted \$25 on you!" And then because the pup was small and helpless and soft and she was a woman she got up twice in the night to feed it warm milk and hush its whimpering.

And so in time she learned to love him and called him Peter and bragged about him to Mrs. Carey, who was her nearest neighbor and who did not love Peter at all. Mrs. Carey said it was because he

chased her pet chickens to death and chewed up the dish towels which blew from the line on wash day, but Mrs. Leighton whispered into Peter's ear, with a knowing smile, that it was because Mrs. Carey was jealous since her husband had not bought her a dog.

There never had been any very marked cordiality between the two young married couples. The men came and went to their business on the same trains and would have been good friends probably, having the same tastes in tobacco and politics, but that each man was aware that his wife wished he wouldn't.

After the advent of Peter, especially after he began to grow into an age of mischievous intelligence, the neighborly relations slowly died away until at the beginning of summer there was a very thinly veiled hostility.

The two houses, alike as two peas and built by a corporation, were divided by a wide strip of emerald lawn, carefully watered and clipped by the two men after work at night and early in the morning. There was between the front porches a distance just great enough so that ordinary conversation on one porch could not be heard on the other.

When Peter, having chased home a wandering hen, would return with a self-satisfied leer on his ugly face to his mistress, Mrs. Carey, running into the back yard to see why her hens were squawking, would catch a ripple of laughter from Mrs. Leighton and see her pull Peter's stubby ears affectionately. Being just out of earshot, she could get only the caressing tones of Mrs. Leighton's voice; but, being a woman, she could guess what kind of a scolding Peter was getting.

Mr. Carey rather liked Peter. He knew a good dog when he saw one, and Peter was undeniably a good dog. Moreover, he believed in the instincts of a high-bred animal. And did not Peter, after chewing up his wife's dish towels, stop in his complacent journey across the lawn to wink one red eye at Mr. Carey, secure in the belief that in spite of the woman's urgings that gentleman would not turn the nozzle of the garden hose his way?

But one evening matters reached a crisis. Mr. and Mrs. Carey were going to



an elaborate dinner to which the Leightons were not invited. It so happened that when the cab ordered by the Careys drew up at the curb Mr. Leighton was spraying the dividing line of lawn with the garden hose.

Mr. Carey came down the steps of his porch and waited on the cement walk in front while his wife put on the last, dear finishing touches to her toilet. The men exchanged civilities a little shamefacedly, and Mr. Carey lifted his hat to Mrs. Leighton, who, with Peter beside her, sat reading on her front porch.

"Hello, Pete, old boy!" said Mr. Carey, and Peter made a loving dash for the friendly voice. Just at that instant Mrs. Carey, in dainty and elaborate white garments, ran down the steps. Peter in his mad course encountered his master's legs; but, true to his race, he knew no obstacles and went right ahead, leaving Mr. Leighton in an ungraceful sprawling position in the soaking ground. A half second later there was a scream, for the hose shot from Mr. Leighton's hand, and the spray of water went straight for Mrs. Carey, soaking her crisp whiteness to be-draggled limpness in one awful moment. To make matters worse Mrs. Leighton laughed, and she could never make Mrs. Carey believe that the laugh was not meant for her instead of the peculiar position of her husband.

That gentleman rose with as much dignity as he could muster and offered profuse apologies, which were accepted by Mr. Carey, but not by the drenched woman.

Mrs. Leighton watched Peter, and saw what happened to her husband. Hearing the scream, she looked for the cause and cried out with dismay at the extent of the injury and then heartily and graciously offered to Mrs. Carey a new and beautiful white gown which she had never worn.

But Mrs. Carey's temper had received the last straw. She turned to her husband without seeming to hear Mrs. Leighton. "You must go alone," she said, "and explain to our hostess that I am the unlucky victim of jealousy." Then she went into the house and closed the door.

Mrs. Leighton and Mr. Carey parted miserably, the man making what ex-

cuse he could and the woman protesting, after the manner of women, that she should have been more tactful in her desire to help.

This was apparently the end of all communication between the neighbors, but Peter grew into a beautiful specimen of ugliness. He had his uses, too, which none could deny. The cherry trees and currant bushes were no longer stripped by urchins in the dead of noon, when Nora and her mistress rested from their labors and lunched. Nor were the Careys' hens disturbed by midnight marauders. Mr. Carey knew and appreciated this, petted Peter on the sly and wished that women would be sensible.

There were many robberies that summer. Night after night two or three homes would be entered, and the work was so skillfully done that so far the thief had not been caught. And at last there came a dark windy night while Mr. Carey was away on a trip for his firm. Mrs. Carey, not naturally timid, and unafraid of the mutterings of an approaching storm, went to bed as usual and to sleep. Her maid of all work followed the example of her mistress.

Some time after midnight Peter, who had been lying motionless in the deep shadow of the front porch, lifted his head and blinked his red eyes. For a moment he heard nothing but the wind, then a window creaked as it was slid up.

Peter slunk across the grass and sat down on his haunches, silently expectant, beneath the window. A cat waiting for a mouse could not have been more alert than his white bulk. His ears caught the tinkle of silver, heard the soft splutter of a "noiseless" match, and he felt rather than heard padded footsteps which after a time stole upstairs. And then there came the scream of a frightened woman. At that Peter stood up, with bowlegs planted firmly.

Footsteps, and less soft ones than the previous ones, sounded on the stairs. A clinking bag was thrust out of the open window and was followed by the leg of a man. Peter gave a little spring and took hold. The man lost his balance, falling on his back, with Peter on his chest.

Three seconds later Mrs. Carey thrust

her head out of the open dining-room window to see what had become of the man. When her eyes took in the situation, she gave a little cry of joy. Then, realizing that Peter was hardly more than a pup and might not be able to hold out against the struggles of the man, she dashed across the yard and rang the Leightons' doorbell furiously. The whole affair had been so noiseless, that, though all the windows were up, the Leightons had heard nothing. Mr. Leighton thrust his head out and demanded an explanation and then reached the front porch so quickly that his wife said that he must have slid down the banister.

He was not any too soon, for the burglar had managed to reach his revolver, and as Mr. Leighton vaulted the porch railings there was a report. Peter growled savagely and took a firmer hold.

When the man was securely bound with many yards of clothesline, Peter slowly and with infinite dignity left his post and held up his wounded paw to be bandaged. Mrs. Carey put her arms around his neck, at which demonstration he was serenely unmoved.

Peter now wears a silver collar with an inscription which would make him vain were he an ordinary dog, and, moreover, he hardly knows who are the members of his immediate family, so intimate are the two families.

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### The Fountain of Youth

It just happened that she found the fountain of youth among the gray-bearded trees of Florida. She would have found it just the same on an Indiana farm or in a Chicago flat. On the train, indeed, she laughed at the idea of even the most romantic adventurer looking for a fountain of youth in Florida. It seemed to her that it was the oldest looking place that ever was, with its miles of weary pines and its forests in which every sort of tree and vine seem to have been fighting each other for room for—well, forever. She did not laugh, however, when she saw the bay and the river, for certainly there was something very young about them. At least they were very much alive, alive with a vividness and fervor that startled and thrilled her and that seemed to shout

at her that it was there after all—that fountain of youth. And so it was. There, in a new cypress bungalow with wide porches well screened, a bungalow set high on the banks of that youthful river, she found it. It was a good place for it. On either side of the bungalow a path led into one of those strange forests where, after all, the trees and vines did not seem unkind, where pools of black water lay beneath giant palms and oaks that grew in deep white sand. Beyond the bungalow a very proper farmlike lane led away beneath tall moss-hung trees to the old cabin and to the orange grove, where the sun shone, the hens fussed about all day and where the moon and stars and the old mule and the mocking-bird had it all to themselves at night. Farther away were the pines and they were not weary but fragrant and musical and restful. It was a good place for the fountain of youth, but she could have found it any place else just as well. She found it there because all the folks were there, all of them that had been scattered all over the country for ever so long. And there with the same brothers and sisters and mother she found it—they all found it. They sang and danced as they washed the dishes and swept the floors, they told each other stories at night, they dressed up in each other's clothes and climbed trees and drove the mule and quarreled and laughed as they had done before they grew up and got married and taught school and settled down into so many different holes in the world where they expected to grow old along with the rest of folks and things.

The old adventurers looked for a fountain of youth in a new country. She found it in old times. She was not at all the housekeeping, responsible sort of person her husband knew at home. She even shirked wiping the dishes and lay for two hours in the sand and day-dreamed, one of the most characteristic of her youthful accomplishments. Of course, you see how it was. The fountain of youth was inside her all the time, but she had never happened to notice it before. You may go backward or forward to find it, but you must be sure to keep it there inside of you.—*Woman's National Weekly.*

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### The Old-Time Engineer

I see him in my memory yet,  
I still recall the tales he told,  
'Tis many years since then, and yet,  
Those railroad stories ne'er grow old;  
Those wondrous tales that seemed to me  
Like fables of a distant past;  
They held an interest then for me  
That I'll retain until the last.

They pleased my boyish fancy then,  
Those mysteries, tho' crudely told,  
Those wonders, that no author's pen  
Unto mankind did yet unfold;  
For all the secrets of his trade  
Were undiscovered treasures, too,  
And the impression that he made  
Remains with me, perhaps with you.

Without the rules of books to guide,  
His place with dignity he filled,  
And if he showed a conscious pride  
'Twas due, tho' he were crudely skilled;  
His day is past, yet sentiment,  
Close woven in his brief career,  
Has to maturer memory lent  
My deep respect for the pioneer. T. P. W.

### Better Attendance at Meetings

EDITOR JOURNAL: On our last regular meeting day very few members turned out, and the Brothers are very sorry now that they didn't attend, as 13 members of the Ladies' Auxiliary turned out to give us a surprise. They were disappointed when they found the lodge room almost empty. A few Brothers attended and the ladies served a very dainty lunch, which was a credit to them. There is no use in the Brothers saying they were not in, for there were enough members in with plenty of rest to hold a good meeting. If this is the support we are going to give our Auxiliary it is not very encouraging, and if the members do not turn out better in the future we will have to impose fines.

Now, Brothers, the meeting days are the second and fourth Wednesdays of

each month, at 14:30. Our Division room is in the Roberts Block, so don't forget to put in an appearance, as we have considerable business to transact and every member is requested to attend who can possibly do so. T. CALEY, Div. 749.

### Deacon Jones

He came here to the "Central,"  
A modest sort of chap,  
Before the town of Sandy Hill  
Was really on the map.

When every single man in town  
On his own foundation stood,  
And if it wasn't solid  
Then he'd best kept sawing wood.

There was little entertainment,  
But you had room to choose  
Between seven up and poker,  
And a dozen kinds o' booze.

And if you couldn't hold your end  
In a financial way,  
It didn't matter, not a whit,  
There were others glad to pay.

For good fellowship was the highest card  
In that whole social pack,  
But if you once transgressed its laws,  
No use to take it back.

To this "roughneck" community  
From somewhere in the east,  
Came this unassuming fellow,  
Some pitted him, at least.

They said he wouldn't make it,  
In short would not succeed,  
In Sandy Hill society,  
'Twas too rapid for his speed.

But he kept getting on as well  
As any in the place,  
He made no great pretensions,  
Nor did he change his pace.

He had one grand accomplishment,  
And that's what helped him through,  
He could mind his business better'n  
Any man I ever knew.

Now perhaps you won't believe it,  
But he didn't smoke or chew;  
He didn't swear or take a drink  
That anybody knew.

He always dressed the neatest  
With a taste they call refined;  
So we christened him the "Deacon,"  
Which he didn't seem to mind.

He wasn't on the "Central" long,  
Before, I must admit,  
We learned that as a runner,  
"Deacon" Jones was surely "It."

He could make a locomotive  
Climb a tree of any height,  
And when it came to braking,  
He could do the job just right.

He didn't ask for favors  
Of the company or the "boys,"  
But just kept mum and hit the ball  
With little fuss or noise.

Until he smashed all records  
That the hitters here had made,  
Yes, he showed up all the "speed boys"  
Till they backed up in the shade.

But no one seemed offended,  
At least they didn't show it,  
For if he tried to show them up  
Nobody seemed to know it.

But the "Deacon's" personality,  
His common sense and skill,  
Seemed to have a powerful influence  
O'er the "boys" at Sandy Hill.

Yea, they soon began to imitate  
His manners, speech and dress,  
They were slow to cut the "licker"  
And the poker I confess.

But before a year had passed away,  
And the change is working still,  
You couldn't find a "roughneck"  
In the town of Sandy Hill. T. P. W.

### Bro. A. Canfield and Wife, Div. 82

EDITOR JOURNAL: I am enclosing herewith photographs of Brother A. Canfield, Div. 82, and wife, member of G. I. A. Div. 166. Brother Canfield is also a member of the B. of L. E. Pension Association. Our veteran Brother retired from active service February 1, 1916, and was placed on the pension list of the Omaha Railway, being also pensioned by the B. of L. E. Pension Association.

Brother Canfield was born in the State of New York, August 13, 1846. In 1862 he enlisted in the Civil War with the 7th Minnesota Infantry and remained until the close of the war. In 1870 he secured a position on the Southern Minnesota R. R., firing a woodburner between La Crosse and Austin, Minn., and in 1879 he moved his family to Sioux City, Iowa,



Bro. A. Canfield, Div. 82



Mrs. A. Canfield, G. I. A. Div. 166

and commenced work there on the C., St. P., M. & O. Ry., as a fireman. In 1884 he was promoted to engineer, where he remained until pensioned, being in active service about 40 years.

Brother Canfield joined Div. 82, April 18, 1892, and at the time of his retirement was Chief Engineer of that Division. He has passed the 70-year milestone in life, but still enjoys fairly good health.

Brother Canfield has three sons who are all in the train service on the Illinois Central; one daughter, Fannie, who married Bro. R. Campbell, engineer on the Great Northern out of Sioux City, and another daughter, Grace, who lives in Omaha, Nebr.

Brother and Sister Canfield are now at Seattle, Wash., visiting relatives and friends. Just before they left here members of Div. 82 and other friends, also G. I. A. Div. 164, gave a surprise on them at the home of their daughter, at which time members of Div. 82, represented by Bro. C. C. Rowell, one of the oldest members of the Division, presented Brother Canfield with a genuine leather traveling bag, and the Ladies' Auxiliary represented by Sister C. P.

Yeomans, gave Sister Canfield a handsome pearl brooch. To say that both Brother and Sister Canfield were surprised and pleased is putting it mildly. After spending a pleasant evening and enjoying a lunch which the ladies had prepared, all left for home wishing Brother and Sister Canfield many days in which to enjoy their much-deserved rest. Fraternally,

SEC.-TREAS. DIV. 82.

### Bro. S. H. Clark, Retired

ST. JOHN WEST, N. B., Aug. 30, 1916.

EDITOR JOURNAL: Enclosed please find photo of Bro. Samuel H. Clark, Div. 479, who was retired on a pension November 19, 1915, at the age of 58 years, on account of ill health, having an ailment that prevents him from running an engine any longer.

He left one of the best passenger runs on this section of the C. P. R., having held it for a number of years.

Brother Clark is missed from the road by the traveling public, the officials and also by the men who have worked side by side with him for so many years. Most of the present day engineers on this part of the road have served some part of their apprenticeship firing for him, and



Bro. S. H. Clark, Div. 479

he has always been looked up to as a model engineer, never having had a serious accident and never has had a demerit mark against him. He has served 43 years of his life at railroad work, all on this section of the road, having started as car oiler October 15, 1872. He was promoted to fireman October 20, 1874, and to engineer April 27, 1880. At that time this section of road was owned by the St. John & Maine Ry. Co., afterwards by the New Brunswick Ry. Co., and later was taken over as part of the Canadian Pacific Ry. Brother Clark hauled the first through passenger train out of St. John, N. B., for Montreal and the Pacific; which train at present runs from Halifax on the Atlantic Coast across the continent to the Pacific Coast.

He has always been a faithful B. of L. E. worker, having joined Missing Link Div. 341, as charter member when it was organized at Vanceboro, Maine, in 1887. He later transferred to Latour Div. 479, when it was organized at St. John. He has served the Division in nearly every office and has been chairman of Local Board of Adjustment; has filled the C. E. chair at different times, and is now at the time of his retirement our Chief Engineer. He has always placed his time and ability at the disposal of the Division, and it is the earnest wish of the members of Div. 479 and his host of friends that after a long and strenuous railroad career he may be spared to take life easy and enjoy his pension and well-earned rest for many years. Fraternally,

C. E. LAMEREAUX, Div. 479.

### Brothers Gilbert and Tighe

EDITOR JOURNAL: Brothers George W. Gilbert and Thomas Tighe, the two oldest engineers on the New York Central Railroad, have recently retired after 54 years of service with that company. It is an odd coincidence that both Brothers were born on the same day, July 1, 1847.

Brother Tighe made his last trip hauling the fast newspaper train from Albany to Syracuse. The last trip of Brother Gilbert was made the day following on the Empire State Express, over the same division. Both Brothers have been remarkably successful as well as fortunate



Bro. Geo. W. Gilbert, Div. 46

in their railroad careers, neither having ever met with a serious accident, nor have any passengers or trainmen on their trains ever been seriously injured.

It is a source of pride to Brother Gilbert to have run one of the engines on the "Exposition Flier" that hauled the Chicago World's Fair traffic in 1893. In 1898 he was assigned to the Empire State Express.

Brother Tighe's first work as a railroad man was as a machinist in the West Albany shops of the New York Central. His first work on a locomotive was in March, 1871, when he left the machine shop and went to Athens as a fireman on the Central. In 1872 he went to the Midland railroad out of Utica as engineer, but returned to run on the Central in September, 1872. After a varied experience in both freight and passenger work Brother Tighe was assigned to the Fast Mail, one of the best trains of that time. He "pulled" that run on the Mohawk division for 13 years.

The experience of both these Brothers is remarkable from the fact that they have both continued to haul trains of the highest class right up to the day of their retirement.

On August 7, at Keeler's Hotel, there was a banquet held in honor of Brothers Gilbert and Tighe which was attended by a large number of friends of both, including officers of the Mohawk division. Brother W. S. Mitchell acted as toastmaster and there were many expressions of good will toward the retiring veterans, whose life work has been noteworthy from the fact that it has been spent on one of the most up-to-date railroads during a period of the greatest railroad development.

### Bro. W. H. Parker, of Div. 253

EDITOR JOURNAL: I was born in Berks County, Pennsylvania, May 2, 1843, and spent my boyhood days on the farm there.

Enlisted in Company D, Third Regiment Pennsylvania Reserve Volunteers, at the age of 18, and was sworn into service July 21, 1861, the day of the first Battle of Bull Run, serving three years and seven days, and was wounded at the second Battle of Bull Run. Was all through the Seven Days' Battle, also those of Cloyd's Farm and Smiker's Ferry, but missed Antietam and South Mountain on account of being in the hospital. I was mustered



Bro. W. H. Parker, Div. 253

out at Philadelphia, July 28, 1864, and went to Reading, Pa., to take a job in McIlvain's Rolling Mills, but on Nov. 5, same year, was offered and accepted a job on the Lebanon Valley branch of the Philadelphia & Reading, firing passenger for Barney Butz on engine Petrel. Engines were all named then. I stayed with him two and one-half years, being then transferred to freight service, firing the Vicksburg for Charles Smith. On August 19 of that year we struck a derailed car that had run out on the main line at Emans, on the East Pennsylvania branch. We were pulling "through stock" east and "emigrant" west at the time. The engine was turned clear around and also rolled over, Charley being caught under it, having his right leg crushed at knee and also being severely burned and internally injured by inhaling escaping steam. He died about an hour after we dug him out, which consumed about one hour. I escaped with only a slight scald on my right hand. After the Vicksburg came out of the shop Hiram Rhinehart was assigned to run her, and later Sam Albright.

I stayed with her until May 20, 1868, when I was promoted to run the Octorara, a James Millholland engine, six-wheel connected, no truck, no pilot, tank connected by a drawbar six or eight feet long, two crosshead pumps and a donkey pump which could be run by steam when engine was standing. I stayed on the Reading until April 14, 1877, quitting on account of an order issued to all B. of L. E. men either to leave the Order or leave the company's service. Four hundred and fifty-three of us took the latter course, quitting in a body. During my nine years' service I have pulled all kinds of freight and coal trains and was extra passenger man when I quit. I was running engine 408 at the time. She was the first Wootten firebox ever in road service. Engines were all pooled there then except 405 and 408. The former was built by the apprentice boys of Reading shops for exhibition at the Centennial at Philadelphia, and was run at the time by Bro. M. P. Weer. I was chairman of what was then called the Grievance Committee and led in the fight against the

unjust order, which went into history as a defeat for the B. of L. E. men on the Reading, but which was really a victory for us, as there were no similar orders issued for a long time. After leaving the Reading I went to Washington, Pa., and ran construction engine on the Waynesburg & Washington Narrow Gauge, and after the completion of the road ran a passenger engine there for six years. The road was but 29 miles long, and had only three engines weighing 144, 16 and 18 tons. I left there on March 4, 1884, to take an engine on the Pittsburgh, Cleveland & Toledo, and was given a passenger run there very shortly after going to work. The road was new, just opened when I went there. I had engine No. 102, an eight-wheeled Pittsburgh, and she was a gem too. Kept her during my stay there, which was short, leaving in April, 1886, to take service with the Minnesota & Northwestern, running at that time between St. Paul and Lyle, Minnesota, but was extended the same year to Dubuque, Iowa, and the year following to Chicago, when the name was changed to Chicago, St. Paul & Kansas City. It was dubbed the "Red Stack" on account of General Manager J. M. Egan ordering all stacks painted red. Later the name was changed to Chicago Great Western. I worked out of St. Paul and Minneapolis for nearly two years, and in February, 1888, was transferred to Chicago to regular passenger service, which I was entitled to on account of the rule of system rights prevailing there at that time.

Pulled mail and limited trains between Chicago and Dubuque for several years, then took a suburban run between Chicago and De Kalb for six years, after which, on account of one of the runs being discontinued, had to go back on the main line, taking a mail train between Chicago and Oelwein, Iowa, where I stayed during the remainder of my service.

I have not been in active service since May 19, 1911, on account of a cataract on my left eye. Would be glad to hear from any of the old P. & R. boys.

My address after October 15 will be 534 Sixth avenue, Huntington, W. Va.

Faternally yours,

W. H. PARKER, Honorary Member.

### Honorary Badge for Bro. J. K. Jackson

CHICAGO, ILL., Sept. 6, 1916.

**EDITOR JOURNAL:** In response to your article in the August JOURNAL, "Write up the Old-timer," I am going to try my hand at it, for it has been a long time since the JOURNAL has contained anything pertaining to Div. 394, and I am not going to wait any longer for someone more talented and capable than myself to make the attempt.

We had the pleasure at the regular Sunday meeting in July of presenting our veteran Brother, J. K. Jackson with an honorary badge for 40 years of continuous membership. Brother Jackson, familiarly known among us as "Dad," started his railroad career in 1868 as a fireman on the Erie, and was promoted to engineer there in 1871 or 1872, where he remained until July, 1883, at which time he took the notion to see the West, going to Iowa, where he went to work for the C. & M. & St. P., remaining there until 1901. That same year he came to the Belt Railroad of Chicago, where he has worked ever since, and has been a good loyal member of Div. 394.

When we finished the regular business the meeting, the good Sisters of G. I. A. Div. 414 were admitted to the hall, after which Brother Jackson was called to the rostrum by the acting Chief, who presented him with a badge of honor. The presentation was followed by a fitting address made by Bro. Wm. Gray, following which the Sisters tendered "Dad" a beautiful bouquet of American Beauties. The veteran attempted to respond with an expression of thanks for the favors he received, but was too much overcome with emotion to tell of all that was in his heart and mind. However, we all knew that "Dad" highly appreciated the token of honor given him and that he will wear it with much pride. I must not forget to mention that Brother Jackson's good wife and daughter were present and rightfully felt honored by the occasion.

After the ceremony we all repaired to the dining-hall where the Sisters had a very appetizing repast prepared for us which we enjoyed very much. Our only regret is that the committee of arrangements did not make an effort to have a Grand Officer with us on this memorable day. However, we found some little solace in the fact that Bro. Peter Kilduff and his good wife were with us, and after returning to the Division room Brother Kilduff gave us a very interesting talk on the subject uppermost in all our minds, namely, the eight-hour day (which we all hope to enjoy in a few short months, thank the Lord).

All present were called on for remarks, quite a number responding, after which



Bro. J. K. Jackson, Div. 394

we adjourned feeling this day well spent and long to be remembered.

As this letter is read by old-time Brothers of Div. 54 on the St. Paul, I am sure a number of them will remember our veteran Brother Jackson, and am also sure he will be glad to extend brotherly greetings to them through the JOURNAL.

Fraternally yours,  
W. B. COMBS, Div. 394.

### Railroad Men's Home

HIGHLAND PARK, ILL., Sept. 1, 1916.

**EDITOR JOURNAL:** The following donations were received at the Home during the month ended August 31, 1916:

#### SUMMARY.

Grand Division, B. of L. E.....	\$3296 81
Grand Lodge B. of L. F. & E.....	40 00
Grand Division, O. R. C.....	53 66
B. of R. T. Lodges.....	21 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred Lunt, Div. 877, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
	<b>\$3414 47</b>

#### MISCELLANEOUS.

Two bound volumes of B. of L. E. JOURNALS for years 1914 and 1915, from Div. 231, Brotherhood of Locomotive Engineers.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas., and Manager,  
Railroad Men's Home.





## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### October

BY ANGELINA W. WRAY.

The pink wild rose has vanished now.

The daisies' reign is over,

In sunny meadows, wide and green,

No longer blooms the clover;

Still gently blows the fragrant breeze

Where yellow leaves are drifting,

And purple asters by the road

Their royal heads are lifting.

In every wood that crimson burns

The birds are softly calling,

And through the misty autumn haze

The ripe brown nuts are falling;

The long vacation days are past,

With all their mirth and leisure,

But in the woods the children find

October's hidden treasure.

With eager eyes they watch the gold

The graceful elms are showing,

And see the maples' ruddy robes

With brilliant rubies glowing;

They hear the round red apples drop

Among the tangled grasses,

And see the yellow stubble gleam

In every wind that passes.

Too soon above the quiet fields  
The snowflakes will be flying,  
Too soon above the distant hills  
The winter winds be sighing;  
But now all golden are the days,  
And sunny is the weather,  
And children through the woodland ways  
Trip merrily together.

### Autumn Time

Who does not love the month of October? Autumn has arrived and we know that we have arrived at the gateway to the season of ice and snow, and Nature has exhausted herself to make that gateway picturesque and pleasing.

For those who have leisure and a love of Nature, now is the time to view her in all her glory.

In its Latin form, Autumn means "the season of abundance"—that is, the harvest season.

The grains of the field and the fruits of the vineyard are gathered in, apples are ripe and from the orchard comes the scent of the cider mill, while the bees are extra busy gathering sweets before Jack Frost puts in his appearance. Every day notes the departure of some bird for the warmer clime of the orange blossom.

It is not yet time for freezing cold or driving snows, but at the same time winter is in the air and summer is but a reminiscence. We are willing to forget the dreadful heat that at times made the vacation almost unbearable.

For us human folk there is a freshness in the October air which incites to renewed energy for the work that lies before us.

To the housewife this is a delightful month in which to get all in readiness for the long months of winter, and the members of our Order will now awaken from the lethargy into which they sank during the heated term. We will take on new life. Anniversaries, union meetings and social times will begin to attract the attention of our Divisions, and instead of a dearth of news for the JOURNAL we should have an abundance.

Sisters, wake up, and let us hear of the interesting things that are going on in your midst; don't wait for months after they happen, but send the news before

it gets stale; and we would be so pleased if some would send in contributions pertaining to things of interest to women in our own particular class.

The door of this office is wide open, with the word Welcome over it, and you are earnestly invited to step in and do your part toward making our pages in the JOURNAL bright and attractive to the thousands of our G. I. A. women, and the many good Brothers who have told us that they read the Women's Department and enjoy it.

Let us brace up with the advent of cool weather, and do our duty to the very best of our ability.

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### Influence

BY MARY SELWOOD

"The evil that men do lives after them, the good is oft interred with their bones," wrote Shakespeare, and it probably is as true today as it was centuries ago. It is only another way of conveying a great truth that a person's power for evil is greater than his capacity for good, and it illustrates another point which we are all prone to overlook.

We fail to grasp the idea that every word we utter, every action we perform, is making an impression on the character of those around us.

It is a fact that all of us, however great or however insignificant, wield an immense power in the influence we exert upon other people. Any girl, no matter how quiet a life she leads, nor how unimportant a personage she may be, cannot fail to exercise an influence on her companions. It may be confined to those near her at first, but it afterwards reaches farther than she can follow it. So, when a stone is thrown into a pond, it makes a ripple, and that ripple makes another, and so on until the circling eddies reach into the far distance.

Thus it is with your life. Are you sweet-tempered, forgiving and obliging? You may be sure that those about you are influenced by your conduct, although they may say nothing about it. Are you irritable, selfish or indolent? Then you are teaching others how devoid of beauty a girl's life may be.

In human life, each one is helping to form the character of his neighbor, and our conduct must and invariably does produce either good or evil fruit.

If we were fully alive to the truth of this influence, surely we should live more carefully than we do. A selfish action, a hasty, angry word, rudeness or meanness of any kind would be less frequent and more truly repented. It is very hard to realize what a solemn thing is this influence, which you cannot help exerting.

It will not do for you to try to ignore your responsibility by saying, "Am I my brother's keeper?" Those who exercise an evil influence over others, and by a thousand trifles hinder others from traveling the right path, are equally guilty with the offender. And it also happens that an evil influence once exerted can rarely be effaced by future well-doing. It is not by the Sunday-school lessons we give, the pious books we read, and the good things we do when on our Sunday behavior, that we exert the greatest influence, but by the general tenor of our whole life.

We do not judge of a boy's behavior by his actions while under his teacher's eye; it is while at play or work among his comrades that his true nature shines forth.

Napoleon used to say that the great want in France was good mothers; he might have said with more justice that the great want of the world was good sisters. I often wonder if elder sisters ever reflect on the illimitable power in their hands to guide their younger brothers and sisters.

Perhaps you think the little ones are so young they will not notice what you do; but that is a great mistake. Children are very sharp observers, and seem to have an instinctive appreciation of people's motives. They may not remember special great kindnesses you have done them, but the influence of your daily example will go with them through life. It rests with yourself whether that example is for good or evil.

An old lady relates a sample incident. One day, when a child, she was dressing some dolls when her elder sister came into her room and asked her what she was doing it for. She replied, somewhat rudely, that it was a secret, and she could

not tell her. Her sister, instead of being angry, said:

"If you like, I will help you."

"I had only the grace to say a gruff 'Thank you,'" said the old lady; "but I was so much impressed by the thought of my own rudeness, and my sister's gentle answer, that I have never forgotten it. It has kept me from bad temper, and prompted me to do little kindnesses many times in my life."

The elder sister, no doubt, gave no thought to the influence she was exerting over the rude child, and never knew the consequences of her kindly act. But so it is always; it is not deeds of heroism or self-denial which influence children, but the small, almost unnoticed trifles of everyday life.

A little boy often went to spend the day with two ladies. One of them frequently gave him handsome presents, while the other rarely, if ever, did so; but, to everyone's surprise, the boy showed an undisguised preference for the latter.

The only reason he could give was, "Oh, she is always so kind, even when she is scolding you, you feel you can't be naughty with her!"

Do not imagine that it is necessary for an elder sister to preach to brothers and sisters—that would be the very worst course to pursue. Your duty is to make home bright and attractive, and by your conduct counteract outside influences. Let me give you an instance of what I mean:

A young lady of my acquaintance had often complained to me of the bad conduct of her two brothers—how they were always out, spending their time and money at theatres and other places of amusement, and caring nothing for the society and comfort of those at home, and setting at naught the authority of their mother (their father being dead).

After I had spent a few days at the house, however, I was no longer surprised at the existing state of things. It was always uncertain whether the brothers would be home for dinner.

On the first evening after my arrival, just before that meal, there was the sound of a latch-key, and my friend said, "Oh, there is Tom, I suppose."

But, although it was a dismal, wet night, neither she nor her mother went out to greet him, and I heard him go straight up to his room without a word of welcome from anyone.

We began dinner, and after a time he came in, but the only remark vouchsafed him was the irritably-spoken complaint that he was "late, as usual."

After dinner the mother took up her knitting and my friend read a book. No one noticed the brother, who lounged about, grumbling at the weather, and finally went out, muttering that "this was a lively sort of a house to come home to after a day's hard work."

We saw no more of him until next morning, when he and his brother, who had not hitherto appeared at all, came down late to breakfast, and were met as usual with reproaches. I was not surprised to hear, not long after, that both these boys had completely "gone to the bad," as they say.

It would probably have surprised the sister to hear that she was to some extent responsible for her brothers' bad conduct. At least, it is plain to me that she might, if she had exerted her sisterly influence over them, have probably saved one brother, at least.

If, instead of perpetually calling attention to their failings, she had tried to shield them; if, instead of upbraiding them for being late, she had met them at the door with a welcome; if she had shown an interest in their occupations; if she had invited them in the evenings to sing with her or read to her; or, if they must go to entertainments, she had encouraged them to take her sometimes—if she had done one or all of these things, they would have loved their home. But she did none of these, and thus her influence was actually used to drive them away from home.

"Evil is wrought by want of thought, as well as want of heart," and in many cases, where girls are failing to use their influence for good, it is because they have not considered the evil they are doing; it is not from want of heart, but want of thought. Let every girl ask herself whether, when her young days are over, she will be able to look back and see with satisfaction that she has played the part

of a true sister and friend. If she can answer "Yes," she will be a happy girl.

### Believe in Yourself

No man or boy who lacks confidence in himself can hope to win the confidence of other people. Before you can fill a good job you must first believe that you can fill it. The fellow who goes into a fight uncertain of his own powers is half whipped before the first blow is struck.

But self-confidence does not mean boastfulness. The braggart deceives nobody—often not even himself. He is usually making a loud noise merely to keep up his own courage—to cover his own weakness. When a lawyer opens a case by calling the attorney on the other side a horsethief one may be sure that his client is guilty.

The Chinese army used to march into battle without guns, depending on the noise made by beating on tin pans and blowing trumpets to scare the enemy to death. They made a most awful and terrifying noise, but they seldom won a battle.

Real self-confidence is not a matter of many words. The quiet chap with a square jaw and a silent tongue is the man to be afraid of. He is the man who wins.

Genuine self-confidence is based on knowledge—knowledge of oneself and one's work. When you have done a thing once, you can do it again. When you have conquered a difficulty the first time, you are always its master. At the end of every day take five minutes to sit down and reckon up your victories. As for your defeats, study them to find out why you lost; and don't make the same mistake twice.

Out of self-confidence grow enthusiasm and earnestness. For the man in earnest nothing is impossible. Enthusiasm keeps men young and strong. It is the steam in the boiler, the "juice" on the trolley wire. Earnestness in a young man will make him a hundred friends. Enthusiasm will help him over a thousand obstacles.

Many of us make the mistake of not taking ourselves seriously. If we are inclined to look on life as a joke it is

pretty certain that joke is on us. And we don't wake up to how serious it is until we are out of a job or the steady, serious, rather stupid fellow on the next desk is made head of the department.

A lively sense of humor is a help over the hard places. But it needs to be kept within proper bounds. The bright boy who empties an oil can into the foreman's dinner bucket is too witty to last long.

"Tom" Corwin, the famous orator and wit, who represented Ohio in the United State senate fifty years ago, used to declare that if he had not been born with a sense of humor he would have been President.

Thomas B. Reed, who was a man of tremendous ability, with a faculty for turning everything into ridicule, retired from Congress disappointed in his great ambition. He never took things seriously. And the people—to most of whom life is really a very serious matter—refused to take him seriously when it came to the highest office in the Union.

Look over the list of great men in public service; consider those who are most successful in your own acquaintance. Most of them are distinguished by a certain plain sincerity and earnestness. They take themselves and their work seriously; they are full of self-confidence.

A whole new philosophy of success has been built up on the theory that if a man believes sufficiently in himself and in his ability he can accomplish anything. And there is no doubt that faith has moved many a range of mountains.

Don't be afraid of being called egotistical. Almost without exception the great leaders have been equally great egotists. It is tactful, of course, not to make one's belief in one's ability conspicuous and unpleasant to other people.

But the fact remains that the more a man has accomplished the more utter confidence does he have in his own powers. It is almost fair to say that one may measure the extent of a great man's accomplishment by the height of his egotism.

Single handed and all by himself, Napoleon Bonaparte probably did the biggest thing—for good or ill—that any man ever accomplished. Napoleon Bonaparte

was, also, the most complete egotist in history.

Believe in yourself. Pick out a high goal and march straight forward to it. You will find a hundred difficulties in the way. They are put there only to try your strength—to test your self-confidence. Don't waste your time.

Don't scatter your energies. Concentrate on the one great object. One by one clear the difficulties out of the way. If you are ignorant, study. If you are awkward, observe and imitate the manners of those who are better trained.

Above all, take yourself and your work seriously. The world is mostly inhabited by timid and frivolous people who have no real object in life. They always make way at the coming of a man in earnest.—*Henry M. Hyde, in Chicago Tribune.*

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### The Man in the Cab

"When you saw him last he was sitting quietly in his seat back of the big boiler, watching the crowd hurry down the platform to business and friends—a strong, unromantic figure in oily overalls," says an editorial in *The World Today*. "Probably you did not give him a second glance, but a few moments since he had held your life and hundreds of other lives literally in his hand.

"Engine driving makes automobile driving mere play. If you are able to buy or borrow money enough to buy an automobile you may have the joy of facing death wherever you may choose and the policeman is not watching, but you are mercifully prevented from letting many others share your fate. The engineer has no such limitations. He is at the mercy of mankind, nature and his timecard, but a trainload of people is the stake for which he plays. Of himself he cannot think. Face to face with the inevitableness of the next moment, if disaster comes through another's carelessness he must be the first to suffer. If he himself errs, there is no one to share the blame. He is the incarnation of responsibility that can neither be shared nor shifted.

"You will find the man in the cab throughout the world. He stands face

to face with responsibility, sometimes gaining honor or wealth, but always at the cost of being master of the lives of others. It is a lonesome job, this being the man in the cab. Lonesomeness is part of the cost of power. The higher you climb the less you can hope for companionship. The heavier and the more immediate the responsibility, the less can a man delegate his tasks or escape the tragedies of his own mistakes. The private soldier can always share in victories, but the commanding officer alone bears the weight of defeat.

"The average man seldom thinks of the load which power brings. The captain of industry, on whose foresight and energy, on even the incidents of whose life, the prosperity and livelihood of thousands of families depend; the political leader who must bear the brunt of defeat which others have caused; the employer who can share his success with many but who must face bankruptcy alone—these are no mere children of good fortune. Like the man in the cab, they stand face to face with responsibility, burdened with the fate of many but expecting help from none.

"The next time you look up from your novel to complain that your train is late, remember the man in the cab. Trains do not run themselves. It is a human life that rules the steam that hurls you safely through space. And the next time you envy the man of power and position think of the loneliness of his responsibility, the friendliness of success and the risk he faces while you and those like you are at ease.

"If leadership seems easy, just try being a leader!"—*Santa Fe Employees' Magazine.*

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### Friends

The only excuse any man can have for possessing a friend is to be of some use to him. Not necessarily of material use; the friend may need never a thing in the world of a material nature. But every man needs companionship and sympathy, and that is the highest office of friendship.

"I thought you considered me your friend," a man wrote to an acquaintance.

"And you have not asked me to share your sorrow. I could at least come and be near you in your trials." There was a friend who understood the office of friendship; he knew the mission of friends in the world—the holiest of all missions.

Friends that have to be purchased are not friends at all. Those who fawn about one expecting favors; those who profess friendship for some advantage; those who associate with others hoping to derive some benefit from the association—they are not friends in any sense of the word. Unless you are willing to serve—without hope of reward, expecting nothing but the glory that comes from service—you are not and can not be a friend.

### The Dear Old Lantern

I love the dear old lantern,  
Altho' it be far away,  
For some one over to my house  
Carries one every day.

He belongs to the B. of L. E.,  
And I? to the G. I. A.;  
And so I love the lantern  
That lights us on our way.

I'll say both sides of an engine  
Are very dear to me;  
On the right side sits my hubby,  
On the left side my fire-boy, see.

Three cheers for Engineers,  
Three cheers for Fire-boys too;  
In fact for any railroad boy  
That is upright, honest and true.

At last three cheers for the lantern  
Which helps us all to see;  
If it were not for the light it sheds  
Where would any of us be?

RENA J. MORS.

### Strange Answers

A number of amusing answers to the questions put to applicants for life insurance have been collected by an English medical journal. The following are a few of them:

Mother died in infancy.

An uncle died of cancer on his mother's side.

Father went to bed feeling well and the next morning he woke up dead.

Grandfather died suddenly at the age of 103. Up to this time he bid fair to reach a ripe old age.

Applicant does not know anything about material posterity except that they died at an advanced age.

Applicant does not know cause of mother's death, but states that she fully recovered from her last illness.

Applicant has never been fatally sick.

Father died suddenly; nothing serious.

### The Ring is Still the Sweetest Gift of All

Most of us feel that rings are more than jewelry; more than just ornaments.

Jewelry of many kinds has its vogue. But we inherit a tradition about rings that make them an insignia, the permanent gift for all time to those who are nearest to us.

A ring is generally the first thing given a baby after its name. It is the seal of education, church, family, and the symbol of sacredness in marriage.

Most of us feel this significance about rings. Few of us know why.

Among all people in earliest times the ring has been the "sacred circle" that gave protection to the wearer. Among the Greeks and Romans, rings signified wealth and position. Every Roman wore the ring of his family. Enemies always secured the rings of the Romans they had slain to prove their claims of victory.

Later the ring became the indicator of rank in the church. Still later it became the seal of high orders and honorary positions.

Lastly poetic legend has set the birth stone in the ring, weaving tradition around twelve stones. The garnet, amethyst, bloodstone, diamond, emerald, pearl, ruby, sardonyx, sapphire, opal, topaz and turquoise, each has a special endowment for the birth stone wearer. A wealth of legend surrounds each stone, protecting and foretelling futures for the one who wears the stone of the month of his birth.

They are just myths. But it is these myths that make the ring more than just an ornament. It is this legend that makes the birthday ring the sweetest gift of all. It is the tradition and sentiment that you give with the ring that makes the wearer still feel the meaning of the "sacred circle."—*Wheeler*.

### Notices

A meeting of the Middle Atlantic Circuit will be held under the auspices of New York City Div. 234, on October 19, in the 12th Ward Bank Building, Lexington and 125th street, New York City. Meeting to open at 10 a. m. All members of the G. I. A. invited. SEC.

The Ohio State meeting will be entertained by Div. 52, in Columbus, on Tuesday, Nov. 7, in what was formerly the Elks' Hall, on Main street, near High. An all day meeting will be held with entertainment in the evening. Those who can remain for the evening will be taken care of in the homes of the members. We earnestly desire to have every Division in the State represented, and all Sisters will receive a cordial welcome.

MARY E. CASSELL, State Pres.

### Union Meeting

A union meeting will be held at Wilkes Barre, Pa., under the auspices of Div. 109, on Wednesday, October 11, in Memorial Hall, on South Main street.

Work will be done under the direction of the Grand President, Sister Murdock.

Division 109 will be celebrating its 25th anniversary at this time. A cordial invitation is extended to all G. I. A. Sisters. Meeting called at 10 a. m.

MRS. IRVIN MOYER, Sec. Div. 109.

### School of Instruction

Divisions 21 and 135, Atlanta, Ga., will hold a school of instruction for the State of Georgia, Friday, October 6. All Divisions are urged to attend.

We expect to have with us Sister Murdock and Sister Pettingill. Come one, come all.

COR. SEC. DIV. 21.

### Division News

DIVISION 91, Centralia Ill., is occasionally enlivened with social affairs arranged by the members. One of the recent occasions was when Brother and Sister Webber invited our members and husbands to assist them in celebrating their 13th wedding anniversary. After a musi-

cal program and guessing contest our President, Sister Waggoner, in behalf of Div. 91, presented the couple with a beautiful set of table linen.

The guests were then invited to the dining-room, where delicious refreshments were served.

Mrs. E. Doe, who was a guest at the wedding 13 years ago, was the guest of honor.

Another pleasant outing was held at the home of one of our members, Sister Millie Spence. She changed her name to Mrs. F. Frasier last spring and moved on a farm near town.

In August, 20 of our members braved the intense heat and surprised her in her new home. Autos belonging to Brothers Heyduck, Hafeli, Erskine and Abel, were used to convey us to the farm, where we were pleasantly received by the hostess and her husband. A beautiful leather chair was presented Sister Frasier, and she made a nice talk expressing her appreciation of the gift. At 6 o'clock the contents of well-filled baskets were spread on the lawn and we all enjoyed a picnic supper. Several kodak pictures were taken of the merry crowd and the outing was greatly enjoyed.

COR. SEC. DIV. 91.

THE members of Div. 65, Cleveland, O., are ever on the alert to take sunshine and cheer to each other as well as to the stranger within their gates. At a recent meeting a member proposed that the members meet at an appointed place on a certain day and go to visit three of their members who had been afflicted for months and unable to attend meetings.

The day arrived and a number of Sisters, headed by the President, Sister Lockhart, called upon Sisters Folsom, Johnson and Coughanour, taking cheer and best wishes with them.

Each of three was the recipient of a basket of fruit, and it was certainly a pleasure to those who took a few hours out of a busy time to visit these dear old Sisters, to see how their coming was appreciated. How splendid to thus remember the old faithful ones who, because of illness, are unable to mingle as of yore. It makes them feel that they are not for-

gotten. This is an example that we all might well follow.

#### AN OBSERVER NOT A MEMBER OF 65.

DIVISION 46, Denver, Colo., held an interesting meeting on August 16, that being the date of inspection.

Sister Turner, Grand Chaplain, was the Inspector, and at 10 a. m. found every officer in place and ready for work.

The morning was taken up with routine business, and our Inspector complimented us upon condition of books, regalia and ritual work. At noon a recess was taken for lunch, and several daughters of our members, including the beautiful daughter of Sister Turner, were our guests.

They were invited to remain to see the officers put on the forms of draping the charter and the memorial drill.

Miss Turner favored us with a solo, which was appreciated. After the visitors took their departure ritual work was resumed and completed. At the close of the session Sister Turner made a splendid address, telling of the many good things our Order is doing, making one proud to belong.

While in our city Sister Turner and daughter were the guests of Sister W. D. Nelson. We are hoping to have them with us soon again, as Sister Turner endeared herself to all the members who had the pleasure of meeting her.

COR. SEC.

DIVISION 159, Memphis, Tenn., has been at work since early last fall getting ready for the state meeting which was held in Memphis, June 28. Our first thought was, How can we raise money enough to entertain the Sisters? We decided to assess each member ten cents a month for ten months. We also gave a ball and the four Brotherhoods came to our aid, which was a success. Altogether we raised over \$200, and we consider it well spent when we look back on the enjoyable time every one had.

We had a very pleasant rivalry in our Division for the purpose of increasing our membership. Two captains were chosen, and the members drew for their color, one side having red and the other blue, then each side went to work to see

which could bring in the most new members in a given time. The red side won and we increased our membership to 106. The blue side are now planning an entertainment, complimentary to the victors.

This is an age of co-operation, and all great work is done by united efforts. Only in this way will our work in the G. I. A. be a success. When all work in harmony, then will we reach the pinnacle of success.

MRS. GRACE ANDREW.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Oct. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Sept. 30, 1916.

#### SERIES A

##### ASSESSMENT No. 211A

Oneonta, N. Y., Aug. 18, 1916, of cancer, Sister Libbie Utter, of Div. 214, aged 50 years. Carried one certificate, dated March, 1898, payable to Wm. G. Utter, husband.

##### ASSESSMENT No. 212A

London, Ont., Aug. 24, 1916, of pneumonia, Sister Lucy M. Simpson, of Div. 489, aged 59 years. Carried one certificate, dated October, 1906, payable to Aleck Simpson, husband.

##### ASSESSMENT No. 213A

Ellis, Kansas, Aug. 26, 1916, of intestinal nephritis, Sister Jessie B. Larson, of Div. 212, aged 44 years. Carried two certificates dated April, 1900, payable to John A. Larson, husband.

##### ASSESSMENT No. 214A

Mauch Chunk, Pa., Sept. 8, 1916, of tuberculosis, Sister Isabella A. Miller, of Div. 80, aged 55 years. Carried one certificate, dated May, 1904, payable to Albright Miller, husband.

Members will pay their Insurance Secretaries on or before Oct. 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 185 and 186A—11,652 in the first class, and 6,119 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,  
1627 Sherwin avenue, Chicago, Ill.



## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### EQUALIZING PISTON FAILS TO SEAT THE BRAKE-PIPE EXHAUST VALVE

**Q.** Will you please answer the following question: Where the equalizing piston fails to seat the brake-pipe exhaust valve properly during a service application of the brake, what may be done?

L. R. B.

**A.** Failure of the brake-pipe exhaust valve to seat properly, when the brake-pipe pressure has been reduced slightly below that in chamber D, would indicate that the exhaust valve is being held from its seat by dirt, and to prevent too great a reduction of brake-pipe pressure being made, the cut-out cock below the brake valve should be closed slowly. After closing the cut-out cock the brake-valve handle should be moved to service position, exhausting all air from chamber D and the equalizing reservoir, and then moved to release position.

This will cause a very strong blow at the brake-valve exhaust port, and will, no doubt, remove the dirt from the valve or its seat. If it does, then place the brake-valve handle in lap position and open the cut-out cock.

#### DEFECTIVE PUMP GOVERNOR

**Q.** What will cause the governor to fail to stop the pump when the desired pressure has been accumulated in the main reservoir, and what is the remedy?

L. R. B.

**A.** Failure to stop the pump means, that for some reason the steam valve in the governor is not forced to its seat when the desired main reservoir pressure is obtained, and this may be caused by the following: Drip pipe becoming stopped up; port in pin valve seat stopped up; pipe leading to chamber under diaphragm stopped up; or the regulating spring improperly adjusted. The drip pipe stopped up will permit an accumulation of steam

or air pressure under the governor piston, preventing its seating the steam valve. The remedy for this, while on the road, is to disconnect the pipe from the governor. If the port in the pin valve seat be at fault, the regulating portion of the governor must be removed, when the diaphragm and the pin valve may be taken out and the port cleaned. To determine if the pipe leading to the chamber under the diaphragm be stopped up, disconnect the pipe at the governor, and with the automatic brake-valve handle in running position, note if air blows through the pipe. The regulating spring may be given the proper tension by turning the regulating nut.

#### VALVE GEAR OF THE CROSS-COMPOUND PUMP

**Q.** Will you please explain the difference in the valve gear of the Westinghouse  $9\frac{1}{2}$  inch and cross-compound pumps; and is the gear the same for both the high and low pressure steam cylinders?

L. G. P.

**A.** The same type of valve gear is used in all Westinghouse pumps, namely: Differential piston, reversing valve, reversing rod and reversing plate. However, in the cross-compound pump the main valve is of the piston type, while in the  $9\frac{1}{2}$  and 11 inch pumps, a common D slide valve is used. The low pressure steam piston is in no way connected with the valve gear, being, what is termed, a "floating piston."

#### HANDLE OF BRAKE VALVE MOVED TO RELEASE POSITION WHILE BRAKE-PIPE EXHAUST PORT IS OPEN

**Q.** Will you please explain through the air-brake department of our JOURNAL what bad results, if any, may follow the moving of the automatic brake-valve handle to release position before the brake-pipe exhaust port closes, when making a service application of the brake? Here recently, while handling a train of 65 cars, I had occasion to make a brake application for a block signal, and shortly after starting the application the block went to clear and I moved the brake-valve handle to release position, and a drawbar was pulled out. Now I have been censured for pulling the drawbar, and told

this method of handling the brake valve was responsible for the trouble.

ENGINEER.

A. Your method of handling the brake valve was, no doubt, responsible for the trouble. As, when in making a service application, the brake-pipe exhaust port is open and the brake-pipe air begins to escape to the atmosphere, the pressure on the forward portion of the train will drop much quicker than in the rear portion. This in turn means that the auxiliary reservoir pressure will be much less on cars in the forward than in the rear portion. Now when the automatic brake-valve handle is moved to release position, the exhaust port will close and the brake-pipe pressure builds up quickly at the head end of the train, where, due to the low auxiliary reservoir pressure, a prompt release of the brakes on this part of the train will be had. The brake pipe air, in the rear portion of the train, still being in motion toward the head end, will cause the pressure in this portion of the train to continue to drop, thus applying these brakes harder; while the brakes on the forward portion are being released, due to rise of brake-pipe pressure at that end of the train. A similar action of the brakes will be had where service braking is being done through the direct exhaust ports—as with a broken equalizing reservoir pipe—and the exhaust port closed suddenly.

#### BRAKE CYLINDER PRESSURE OBTAINED IN EMERGENCY

Q. My understanding of the E-T equipment is, we get a higher brake-cylinder pressure in emergency than in service, and that this is brought about by the quick-action cap venting brake-pipe air to the brake cylinders. Now when the distributing valve is equipped with a plain cylinder cap do we get any higher brake-cylinder pressure in emergency than we do in service?

J. J. B.

A. The venting of brake-pipe air to the brake cylinders through the quick-action cap in an emergency application of the brake does not in any way control or govern the pressure obtained in the brake cylinders.

With this type of brake, the pressure

obtained in the brake cylinders is entirely dependent on the pressure in the application cylinder.

The reason for a higher brake-cylinder pressure in emergency than in service is, that when a sudden and heavy brake-pipe reduction is made, the air in the pressure chamber forces the equalizing piston and its slide valve to their extreme travel, cutting off the application chamber and at the same time making a direct connection between the pressure chamber and application cylinder. This cylinder volume, being small, when connected with the pressure chamber at seventy pounds pressure, will equalize at about sixty-five pounds instead of fifty pounds, which it does when the application chamber is connected. In addition to this there is a small port in the rotary valve of the automatic brake valve—called the blow-down timing port—which allows air from the main reservoir to feed into the application cylinder pipe, and thus to the application cylinder. With this connection main reservoir pressure would be had in the application cylinder were it not, that at this time, the safety valve (which is adjusted to 68 pounds) is connected to the application cylinder which controls its pressure. Where 110 pounds brake-pipe pressure is used instead of 70 pounds, the pressure chamber air will equalize in the application cylinder at about 93 pounds instead of 65 pounds. Therefore, the reason for venting brake-pipe air to the brake cylinders in an emergency application is not for the purpose of obtaining a higher brake-cylinder pressure, but rather to assist the brake valve in securing a sudden reduction of brake-pipe pressure. Where the distributing valve is equipped with a plain cylinder cap, the pressure obtained in the brake cylinder is the same in either a service or emergency application as that obtained where the quick-action cap is used.

#### THE NECESSITY OF CUTTING ENGINE OFF FROM TRAIN BEFORE TAKING WATER

Q. If consistent, will you kindly answer the following question: We have a rule in our air-brake book which requires that with trains of 15 or more cars, the engine

must be cut off from the train before taking coal or water. Now, I have been in the service too long to advocate the breaking of any of the rules, but this one, I believe, should be changed or at least "winked" at, as when handling these long trains, every time the engine is cut off great delay follows in recharging and releasing the brakes. Due to this delay, trainmen become impatient, and want you to move, when you know full well that the brakes have not had time to release, generally resulting in the pulling of a drawbar or the breaking of a knuckle. Trainmen are justified in their anxiousness to move, as with these long trains one or more road crossings are generally blocked; and with a policeman close by the situation becomes interesting.

We have still another rule, which prohibits the use of the straight-air brake in the control of trains. This, too, in my judgment, should be changed, as I believe far better results can be obtained by the use of the straight air than can be had with the automatic brake when handling long trains. Now I would like an expression from the JOURNAL on these two points, and from other Brothers who are handling long trains. J. W. MCQ.

A. In making reply it must first be said that it is not for the JOURNAL to say what rules should be enforced on your road. However, in the judgment of the writer, rules are made and enforced to supply that which we lack in what is called *good judgment*, and the rule of good judgment may safely supersede all other rules, providing we are competent of recognizing this rule when we see it. That modern trains are being controlled by use of the independent brake is no longer a secret, as this method is practiced by many enginemen on roads where long trains are handled. That they are successful, is proven by the few number of accidents. Controlling a train by the use of the independent brake is something that requires most careful judgment on the part of the engineer, and probably no attempt should be made at this when the speed of the train is high, as the work required to bring the train to rest would be sufficient to cause the

loosening of the driving tires. The thickness and fit of the driving tires is another thing to be considered before attempting to control a train with the independent brake. The rate at which the brake-cylinder pressure is built up must receive careful attention, as, where the pressure is built up quickly, the rapid running in of the slack may cause damage to the train. Where an accurate stop is to be made with a long train, as in taking water, plenty of time must be used and the train brought slowly to rest. It will be found, in handling long trains, that the "drift stop," completed with a light application of the engine brake, will bring about good results. Where a stop is to be made on a favorable grade, and the speed of the train quite high, the train brakes should be used, and applied while the speed is high, making but one reduction where possible, and no attempt made as to accuracy of stop.

#### SAFETY VALVE

Q. Will you please explain how the safety valve on the distributing valve controls the brake-cylinder pressure or the engine? Now, my understanding of the E-T equipment is that the brake-cylinder pressure is controlled by the pressure in the application cylinder and, if this be true, how does the safety valve control the pressure? RUNNER.

A. The safety valve controls the application-cylinder pressure directly and the brake-cylinder pressure indirectly. This may be made more clear by saying that the safety valve, which is adjusted to 68 pounds, is connected to the application cylinder at all times, except in service lap position. The pressure developed in the brake cylinders is governed by the pressure in the application cylinder, which is in the control of the safety valve.

#### QUICK-ACTION CYLINDER CAP

Q. We have a number of engines equipped with the E-T brake and here recently the distributing valves on the engines in road service were equipped with a quick-action cylinder cap. Will you please say what is the object of this cap and how does it operate? L. M. G.

A. The operation of the quick-action cylinder cap is as follows: When a sudden

and heavy brake-pipe reduction is made, the equalizing piston and its slide valve move to their extreme travel, the knob on the piston striking the graduating stem, causing it to compress the graduating spring. The movement of the graduating stem also causes a movement of emergency valve, opening a port in the seat of the valve, allowing brake-pipe air to flow down on top of the non-return check valve, forcing this valve from its seat, allowing the brake-pipe air to pass to the brake cylinders through a port in the cap and distributing valve body.

When the brake cylinders and the brake pipe equalize, the check valve is forced to its seat by a spring, thus preventing air in the brake cylinders from flowing back into the brake pipe. The object of the quick-action cylinder cap is to assist the automatic brake valve in making a sudden reduction of brake-pipe pressure when an emergency application of the brake is being made.

#### EFFECT OF LEAKAGE PAST THE APPLICATION VALVE

**Q.** It is frequently found when operating the engine brake, the brake-cylinder pressure will increase above that intended, and I would like to ask if this is not caused by leakage past the application valve in the distributing valve?

L. M. G.

**A.** Any leakage past the application valve will be free to go to the brake cylinders, and there will be a tendency toward a building up of pressure. However, if the leakage past this valve be greater than the leakage generally found in the brake cylinders, and the brake-cylinder pressure increases above that in the application cylinder, the application piston and its valves will be moved to release position, opening the exhaust port, causing a drop in brake-cylinder pressure equal to or slightly less than that in the application cylinder, when the piston and its valves will again move back to lap position. Therefore, it may be said that leakage past the application valve will not cause an increase of brake-cylinder pressure, but may cause an intermittent blow at the distributing valve exhaust port.

#### BLOW AT THE DIRECT EXHAUST PORT OF THE AUTOMATIC BRAKE VALVE

**Q.** My engine is equipped with the E-T brake and lately I have noticed a blow from the large port at the back of the automatic brake valve. Now, when I move the independent brake-valve handle to lap position the blow will stop and the engine brake will apply. Will you please explain what defect will cause this trouble?

L. R. B.

**A.** When both automatic and independent brake valves are in running position and the equalizing piston and its slide valve in release position, the application chamber and cylinder are open through the distributing valve release pipe to the direct exhaust port of the automatic brake valve. Therefore, any leakage into these chambers will cause a blow at this port. This leakage may be found in the gasket between the distributing valve and its reservoir or past the equalizing slide valve, and more than likely it is the latter. The movement of the independent brake valve to lap position closes the opening of the release pipe to the atmosphere, thereby retaining any air that may leak into the application chamber and cylinder, thus causing the brake to apply.

#### CLEANING A FEED VALVE

**Q.** Will you please explain in detail how to clean a feed valve?

A. B. M.

**A.** Desiring to clean the feed valve, and the brake system charged with air, first close the cut-out cock under the automatic brake valve, then place the handle of the brake valve in release position, after which the main reservoir cut-out cock, found in the pipe just back of the main reservoir, should be closed. The closing of the cut-out cock vents the air from the brake system, and now the feed valve may be taken apart for cleaning. First remove the cap of the supply valve chamber and take out the piston and its valve, cleaning the parts thoroughly, also the chamber in which they work. The face of the slide valve and the tip ends of its spring should then be lubricated with a very small amount of engine oil; no oil should be used on the piston or the cylinder in which it works. Next remove the regulating valve cap and take out the

regulating valve and its spring, clean the parts carefully, also the port in the seat of the valve; these parts should be replaced without lubrication. In replacing either of the caps care should be taken that there be no leakage by them, as where leakage exists main reservoir pressure will be obtained in the brake pipe. Where waste is used in cleaning, great care should be taken that none gets into the ports.

#### AIR GAUGE

**Q.** Will you please answer the following and settle an argument between myself and a brother engineer:

What pressure does the black hand on the air gauge indicate? Now, I claim that the black hand indicates train-line pressure, while my brother engineer claims it does not, even though it tells you so on the dial of the gauge, where it reads, red hand main reservoir, black hand train line. Who is right? S. W. R.

**A.** Engines equipped with either the E-T or L-T type of brakes are generally furnished with two air gauges; the black hand of the large gauge indicates *equalizing reservoir pressure*, while the black hand on the smaller gauge indicates *brake-pipe pressure*. Engines equipped with the G-6 type of brake have but one gauge and here the black hand indicates equalizing reservoir pressure. What you say in regard to the inscription on dial of the gauge is true of the gauges formerly furnished. But on gauges of recent date the inscription reads, Black hand equalizing reservoir.

#### P-C EQUIPMENT

**Q.** Will you please let me know how the brake valve should be handled when braking a passenger train where the P-C equipment is found on some of the cars in the train? All of our passenger cars have the Westinghouse quick-action triple valve type of brake, and we carry 110-pound brake-pipe pressure, but occasionally we get a Pullman sleeper that has the P-C brake, and I would like to know if the method of braking is the same with both types of brakes? R. L. M.

**A.** The brake should be handled in the same manner as with cars equipped with the quick-action triples, the only differ-

ence being that in a service application a brake-pipe reduction of at least seven pounds must be made to cause the control valve to move to application position. Another feature found in this type of brake that is not found in the triple valve is, that where the brake-pipe pressure is reduced one-half the amount had at the time the application was commenced the brake will automatically apply in emergency. This means that where 110-pound brake-pipe pressure is used, if the pressure be reduced, in a single application, below 55 pounds, emergency action will be had; while if 70 pounds pressure is used, and the pressure be reduced, in a single application, to 35 pounds, quick action will be had.

If, for any reason it is found necessary to cut out the brake, close the cut-out cock in the cross-over pipe and bleed both service and emergency reservoirs.

#### LOCOMOTIVE AUTOMATIC RELEASE POSITION

**Q.** My engine is equipped with the New York L-T type of brake, and here recently in reading an article on the operation of this brake, mention was made of locomotive automatic release position of the brake valve, and I have been trying to find this position on the brake valve on my engine but have been unable to do so; therefore, will you please explain what is meant by this position? G. R. L.

**A.** This is a new position added to the handle of the independent brake valve and is used when it is desired to release the locomotive brake independent of the train brakes following an automatic application. This is brought about as follows: After making an automatic application of the brakes, should it be desired to release the engine brake independent of the train brakes, the handle of the independent brake valve is moved to its full forward position or to locomotive automatic release position. In this position of the handle the check valve in the independent locomotive automatic release portion of the straight-air brake valve is unseated and this allows air from the control reservoir to escape to the atmosphere, thus causing a release of the locomotive brake.

As your engine is not equipped with

this late style of independent brake valve, you must have what is known as a special release valve, by which the locomotive brake may be released independent of the train brake, but the principle of the independent release is the same in both cases.

#### TEST FOR AIR PISTON PACKING RINGS

**Q.** How would you test for leakage past the packing rings in the air piston of a Westinghouse 11-inch pump?

**M. M. L.**

**A.** To learn if there be leakage past the packing rings, it must first be known if the discharge valves are free from leakage. To test for leaky discharge valve, charge the main reservoir, then stop the pump, open the oil cup, and if the upper discharge valve is leaking, air will blow out through the cup; remove the plug in the bottom head, and if the lower discharge valve is leaking, air will blow out through the opening. Having found the discharge valves free from leakage we may next test the packing rings. With the pressure pumped up, run the pump slowly, open the oil cup, and if on the down stroke of the piston, air blows out through the cup the packing rings are leaking. Leaky packing rings will cause the pump to run hot.

#### TESTS FOR BRAKE-CYLINDER LEAKAGE

**Q.** Will you please let me know how to test for brake-cylinder leakage on the engine where the E-T equipment is used? I recently had a failure caused by pump being unable to charge a train, and when the pump was tested out at the roundhouse it was found to be O.K., and I was told that the reason we could not charge the train was on account of the brake-cylinder leakage on the engine. Now, what I want to know is, how do you test for brake-cylinder leakage, and how would brake-cylinder leakage on the engine prevent the pump from charging the train?

**E. L.**

**A.** That a clear understanding of the answer to your questions may be had it will first be necessary to say a few words on the principles of operation of the E-T equipment.

And it may be said that the principles governing the operation of this brake are

about the same as those of older equipments, the only difference being the means for supplying air pressure to the brake cylinders, and it is this feature that concerns us in finding an answer to your questions. Instead of an auxiliary reservoir with its limited supply of air, and a triple valve to measure a given amount of this air to the brake cylinders, the distributing valve is made to supply air to all brake cylinders, and as the air used in the brake cylinders comes direct from the main reservoir, the supply is practically unlimited.

When an application of the brake is made, the air pressure in the application cylinder will force the application piston and its valves to application position, closing the exhaust port and opening the application port, admitting air from the main reservoir to the locomotive brake cylinders until their pressure equals or slightly exceeds that in the application cylinder, when the application piston and valve will be returned to lap position, closing the application port; and now the pressure is the same on both sides of the application piston. Where either varies, the piston will move toward the lower pressure; consequently, if that on the brake-cylinder side is reduced, by brake-cylinder leakage, the pressure in the application cylinder will force the application piston and valve to application position, again admitting main reservoir air to the brake cylinders until the pressure is again slightly greater than that in the application cylinder, when the piston again moves back to lap position. In this way the brake cylinder pressure is always maintained equal to that in the application cylinder. Now, to answer your second question first: When the air was cut into the train the engine brake applied, and if left applied, and brake cylinder leakage existed, it will be readily understood how main reservoir air was being wasted through the brake cylinders, and this leakage, no doubt, was responsible for the pump not being able to raise the pressure.

The remedy for this is to release the engine brake at once with the independent brake valve, thereby preventing the waste of air. To test the brake cylinders for leakage, set the brake in full, then close the

cut-out cock in the main reservoir supply pipe to the distributing valve, and note if there be a drop in pressure, which will be indicated by the red hand on the small gage. To determine whether the leakage exists in the driver, or tender brake cylinders, close the cut-out cock in the pipe leading to the tender brake cylinder, again set the brake and note the brake cylinder gage for leakage.

#### EFFECT OF A BROKEN FINAL DISCHARGE VALVE IN A CROSS-COMPOUND PUMP

**Q.** In reading over Brother Lyons' book of "Helpful Hints On Modern Locomotive Brakes," I noticed an answer to a question in which it states that a broken or stuck open final discharge valve in a cross-compound pump will cause it to stop when the main reservoir pressure is greater than 40 pounds. Will you please explain how this causes the pump to stop, and why it happens to stop at this pressure? L. H. M.

**A.** To learn why the pump stops, and just why it happens to stop at this pressure, it will be necessary to use a few figures, that we may learn first the power of the high-pressure steam piston and second what load per square inch on the low-pressure air piston will equal the power of the steam piston. To find the power of the high-pressure steam piston we multiply the area of the piston by the effective steam pressure. To find the area of the piston, square the diameter and multiply the result by the decimal .7854; that is,  $8\frac{1}{2} \times 8\frac{1}{2} \times .7854 = 56\frac{1}{2}$  square inches, the area of the piston.

In looking for the effective steam pressure, let us assume a boiler pressure of 200 pounds, which will give a pressure of about 190 pounds at the pump. Now as the steam is compounded, that is, used the second time, the working pressure of the low-pressure steam cylinder acts as a back pressure on the high-pressure steam piston; and, as the working pressure of the low pressure steam cylinder is about 70 pounds, we therefore have an effective pressure of 120 pounds on the high-pressure steam piston. Then,  $56\frac{1}{2} \times 120 = 6,810$  pounds, the force exerted by the high-pressure steam piston to move the low-pressure air piston.

Let us next find the area of the low-pressure air piston,  $14\frac{1}{2} \times 14\frac{1}{2} \times .7854 = 165$  square inches. Then, dividing the force exerted by the high-pressure steam piston by the area of the low-pressure air piston,  $6810 \div 165$ , we have for our answer about 40 pounds. From the foregoing it will be seen that the reason for the pump stopping at about 40 pounds is that this load on the air piston equals the power of the high-pressure steam piston.

#### DEFECTIVE PUMP GOVERNOR

**Q.** Here some time ago I read an answer in the JOURNAL as to why an air pump would stop when the main reservoir pressure reached 45 pounds, and it stated that a final discharge valve broken or stuck open would cause this trouble. Now I take it this means the final discharge valve in a cross-compound pump. But here the other day I had an engine with the E-T equipment, and a 11-inch air pump, and the pump stopped when the main reservoir pressure reached 45 pounds, this with the automatic brake valve in running position, and would pump up the maximum pressure when the handle was moved to lap position. Now where was the trouble and what, if any, repairs could I have made while on the road? M. P. L.

**A.** That the pump would work when the handle was moved to lap position, gives us the answer to your question, as in this position of the handle the excess pressure head of the pump governor is cut out, therefore this part of the governor must be responsible for the pump stopping.

This may be made more clear by offering a word on the operation of the excess pressure head of the governor, in which it may be said that the principle of operation is the same as any single top governor, with the exception that the load above the diaphragm is obtained by air pressure from the feed valve pipe and that of the regulating spring.

Air from the main reservoir flows through the automatic brake valve, when the handle is in release, running or holding position, to the chamber below the diaphragm. But in lap, service or emergency position, this main reservoir connec-

tion is closed, therefore this governor head is cut out. Now, if for any reason the air pressure is cut off from the top of the diaphragm, as where the feed valve is stuck in closed position, or the pipe connection becomes stopped up, we will have but the pressure of the regulating spring above the diaphragm, which is generally adjusted to about 20 pounds. This, then, should mean that the pump will stop when the main reservoir pressure reaches 20 pounds, and it would, were it not that it requires a pressure of about 45 pounds on top of the governor piston to force the steam valve to its seat. Therefore, the pump will continue to work, even though the pin valve be unseated, until this amount is obtained. The remedy is to clean the feed valve or free the pipe leading to the governor top. Where this can not be done the pipe leading to the chamber below the diaphragm must be blanked, and the maximum pressure head readjusted to the pressure desired when running, this to save the pump from having to work against the high pressure.

#### Thermal Test

**Q.** Will you please explain what is meant by a thermal test of the brakes?

M. P. L.

**A.** By a thermal test is meant a temperature test; that is, the holding power of the brakes is determined by the temperature of the wheels. Thermal tests of the brakes are made in handling trains on heavy grades, where at some point on the grade the train is stopped and the temperature of the wheels on the different cars noted, to learn whether the wheels are overheated, indicating too high a brake power; or underheated, indicating too low a brake power.

#### B-3 BRAKE VALVE FAILS TO AUTOMATICALLY LAP

**Q.** Will you please answer the following question: What will prevent a New York B-3 brake valve from automatically closing the brake-pipe exhaust port when the proper reduction of brake-pipe pressure is made? Now, in a Westinghouse brake valve, this would indicate leakage from the equalizing reservoir or its connections, and I have used this rule to find

the trouble in the B-3 valve, that is, I have carefully inspected the supplementary reservoir and its connections for leakage, even going so far as to coat the pipes and unions, also the back cap, with soapy water, but cannot find any leakage. I might add that the exhaust port can be closed by moving the brake-valve handle to lap position.

J. M. L.

**A.** The graduating valve failing to move to automatic lap position, following a brake-pipe reduction, would indicate leakage of air from the supplementary reservoir or its connections, and your method of locating this leakage is correct as far as you have gone, but you have not tested the graduating piston for leakage. It is, no doubt, understood that when the brake-valve handle is in running position, the pressure on both sides of the graduating piston is the same; that is, brake-pipe air is in front of the piston and supplementary reservoir air behind it.

Therefore, when the brake-valve handle is moved to service position, and the brake-pipe pressure begins to reduce in front of the piston, if there be leakage past the piston, supplementary reservoir pressure will or may reduce at the same rate as the brake-pipe pressure; and if it does the pressure on both sides of the piston will remain the same.

Consequently the piston will not move, which in turn means that the graduating valve will not be moved to close the brake-pipe exhaust port; or in other words the valve will fail to automatically lap.

To test for leakage past the piston, place the brake-valve handle midway between service and emergency position to empty the brake pipe, then to the second service notch; close the cut-out cock under the brake valve; any leakage by the piston will be indicated by the black hand on the gauge. Where the pipe leading to the black hand is connected to the brake pipe below the cut-out cock, the gauge, of course, will not indicate this leakage. But by again moving the brake-valve handle from the second service notch to midway between full service and emergency, any leakage past the piston will be indicated by a further ex-



haust of air from the exhaust port. Leakage from the supplementary reservoir may also occur through the partition between the supplementary and accelerator valve reservoirs; this will cause a blow at the small exhaust port of the accelerator valve when the brake is released.

#### FAILURE TO GET BRAKE-PIPE EXHAUST

**Q.** If, after moving the brake-valve handle to one of the service notches, and obtaining an exhaust from the brake pipe, the handle is then moved still further, and no exhaust from the brake pipe, where is the trouble and what is the remedy?

J. M. L.

**A.** The trouble here is just opposite to that referred to in your first question; that is, the leakage in this case is from the brake-pipe side of the equalizing piston instead of the supplementary reservoir side. The remedy, of course, is to stop the brake-pipe leakage.

#### WORKING STEAM EXPANSIVELY

**Q.** Will you please let me know through the technical columns of our JOURNAL, if steam is used expansively in either the Westinghouse or New York air pumps, and if not, why not?

L. B. M.

**A.** Steam is not used expansively in any make of air compressor known to the writer. The reason for this is, the load on the air piston increases as the piston nears the end of its stroke; therefore, it is at this part of the stroke that the maximum steam pressure is required, which, of course, would not be had if steam were used expansively.

The steam valve used in the air pump is what is called a "primitive valve," meaning a valve without steam side lap, and if moved to the left or right of its mid-position, it opens one of the steam ports, so that steam can pass through it to one end of the steam cylinder, while, at the same time it connects the other end of the cylinder to the exhaust through the cavity in the valve, or past the exhaust edge of the valve if it be of the piston type. Now, as the valve is not moved again until the stroke of the piston is about completed, it means that steam will be free to flow to the cylinder during the entire stroke of the piston.

#### THE USE OF SUPERHEATED STEAM IN THE AIR PUMP

**Q.** Is superheated steam used to operate the air pump? Could it not be used to good advantage?

L. B. M.

**A.** The use of superheated steam in the pump would be a step in the right direction, but as yet this step has not been taken. However, tests are being made and well under way, and, no doubt, in the near future we will hear of superheated steam being used in the air pump and the steam heat line for the heating of trains.

#### BROKEN BRAKE PIPE

**Q.** Our air brake car is again on the line, and we are to be examined on the defects of the locomotive brake, and here is a question I would like to have answered through the JOURNAL. I have heard many different answers given for it. Can the engine and train brake be operated if the brake pipe is broken off just below the brake valve, that is, between the brake valve and cut-out cock? Our engines have the E-T equipment.

J. W. S.

**A.** With the brake pipe broken off, it is certain that if the train brakes are to be used we will have to find some other means of charging the train brakes than through the automatic brake valve, and of course it is understood that the train will have to be charged if the brakes are to be used. There are different ways of getting air into the brake pipe other than through the automatic brake valve; one is to couple together the brake pipe and air signal hose at the front end of the engine, then adjust the reducing valve to the pressure to be carried in the brake pipe. In this manner the brake pipe may be charged to the desired pressure. To apply the brakes the brake-pipe pressure must be reduced, and as we have no convenient way of cutting off the supply of air to the brake pipe, the question arises, How can this reduction be made? Let us say first, that in the strainer, which is found in the signal line, there is a choke fitting  $\frac{1}{8}$ -inch opening, and it is through this fitting that main reservoir air must flow that goes to the brake pipe. Now, by creating a somewhat larger opening from the brake pipe to the atmosphere,

the brake-pipe pressure may be reduced and the brakes applied.

This may be done by opening the cut-out cock under the brake valve gradually, and noting the drop in pressure as registered by the black hand on the small gauge. Now, as air will continue to feed into the brake pipe through the reducing valve, to keep the brakes applied it will be necessary to continue the reduction until the train comes to a stop. Great care must be taken not to drop the pressure too quickly, or the brakes will apply in quick action; neither must the rate of reduction be too slow at any time during the application, as this will allow air coming through the reducing valve to raise the brake-pipe pressure, which would have a tendency to release the brakes. Do not try to release the brakes while the train is moving.

If time is had, the flow of air to the brake pipe may be stopped by backing off on the adjusting nut, allowing the reducing valve to close, and where this is done a more gradual application of the brake may be made. This method gives us both engine and train brakes.

The automatic brake valve will have to be carried in lap position, and the engine brake released with the independent brake valve.

Another method is to couple the brake-pipe hose on the front end of the tender to the tender brake-cylinder hose on the engine; then close the cut-out cock in the pipe leading to the driver and engine truck brake cylinders; next place the independent brake valve in application position; this will cause the application piston and valve in the distributing valve to move to application position, admitting air to the brake-cylinder pipe, which is now connected to the brake pipe, thus charging the train. Next adjust the safety valve on the distributing valve to a point above the pressure desired to be carried in the brake pipe, then adjust the reducing valve to the pressure desired to be carried in the brake pipe; this pressure will be indicated by the two hands on the small gauge. To apply the brake, move the independent brake valve to release position for a short time, then return it to lap position. This will cause the appli-

cation piston and valve to move to release position, and air from the brake pipe will flow to the atmosphere through the distributing valve exhaust port, reducing its pressure equal in amount to the reduction made of the pressure in the application chamber and cylinder when the independent brake valve was moved to release position.

Where this method is used, great care must be taken not to reduce the application chamber and cylinder pressure too quickly, as the opening of the exhaust port in the distributing valve is quite large and the tendency will be for the brakes to apply in quick action.

Another method is to remove the equalizing piston and slide valve, then close the cut-out cock in the supply pipe to the distributing valve, then adjust the safety valve on the distributing valve to a point above the pressure to be carried in the brake pipe; next, tie the independent brake valve handle in "quick application position," then adjust the reducing valve to the pressure to be carried in the brake pipe. This will allow air coming through the reducing valve to flow through the independent brake valve and application cylinder pipe to the equalizing piston and slide valve chamber, and these parts being removed, the air will be free to flow through the brake-pipe connection to the distributing valve, thus charging the train.

To apply the brakes, move the independent brake valve handle to release position, and note the drop of pressure by the black hand on the small gauge. The brake may be graduated on by moving the brake valve handle between release and lap position. Where any of these methods are used tests should be made while the train is standing to learn just what brake action will be had, and in no case should an attempt be made to release the brakes while the train is in motion.

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### Questions and Answers

BY JAMES GREGORY

**Q.** How is it possible to use a "cracked" throttle and do good braking on a passenger train? We are instructed here to

use the two-application method of braking. In doing that it often happens that the matter of shutting throttle off completely is neglected, or, there may be at times enough steam in cylinders after stop is made to start train if brakes are released. The latter may be a serious thing. In the first place, after the release of first application of the brake, the engine still using steam will stretch train the amount of lost motion and bunch it again on the second application of the brake; this causes a surging of cars which is disagreeable to passengers and looks bad for the engineer. How can both departments be suited in this case?

A. The practice of cracking main throttle when drifting to prevent carbonizing of oil in cylinders of superheater engines is pretty general where there is no regular drifting valve provided or other means.

There is no doubt of its being a fairly effective substitute to prevent cylinder and rod packing troubles, but the practice does not fit well into the matter of good braking. Where the one application method is used and throttle left partly open until stop is made the effect of pull of engine is not so noticeable, but with the two applications there is a surging of train that is decidedly noticeable with the ordinary brake equipment on trains and engine. It is the practice of some, with E-T equipment, to use holding position between first and second applications, but this causes a bumping of train against engine that is not desirable. In either case, whether using holding or lap position of brake valve between applications the braking is not likely to be as smooth with the drifting throttle as when engine is shut off completely.

Q. Why will wedges nip or stick more on engines using grease cellars than with oil cellars, or why cannot the wedges be run so tight? D. R.

A. The wedges on engines using grease on driving box bearing should be set just after a trip, or when boxes are at running heat. If set when cold, as before going out, the heating of driving boxes causes them to expand so as to become tight between shoe and wedge, which may cause box to stick, or at least make engine ride

hard. With oil cellars it makes little or no difference when wedges are set, as there is comparatively little difference in the temperature of boxes at any time, when running all right.

Q. What percentage of a slide valve is balanced usually, and can the American balanced valve have as much balance as the Richardson? D. R.

A. The best balance claimed for the slide valve is 85 per cent. This may be had with either of the types named.

Q. We seem to have many instances of late of engine not steaming so well with a full throttle as with a lighter one. This is most often the case with superheater engines. Is there any reason why it should not also be the same with saturated engines? R. R. S.

A. When that is the case it merely proves there is a leak somewhere in the steam way between throttle valve and cylinder. This fault is most likely to be found in the superheater engine, there being so many more joints to fail on account of the superheater units through which the steam must pass on its way from boiler to cylinders. The trouble with superheater unit joints was one of the chief sources of failure of superheater engines in the beginning, which are of rare occurrence now.

Q. Is there any difference in the way engines are fired in so far as the effect on flues is concerned? Are the flues more liable to leak with heavy or light firing? Which is the best? RUNNER.

A. The effect of firing on flues is chiefly a matter of uniform boiler temperature. This would be due in case of heavy firing to the banking of fire or a too great depth of fire to permit the passage of the required amount of air for proper combustion, at times. If firing is too light there may be cold currents of air permitted to pass through the unprotected grate so as to strike the flue sheet. In either extreme there is danger of flues being made to leak. That method of firing which maintains uniform steam pressure when engine is working is the best to follow for every reason relating to labor and fuel economy, good engine service and life of flues.

Q. How often should main rods be keyed

and wedges set up on an engine making, say, 200 miles per day in fast freight service? Cylinders 20 x 24; steam pressure 200 pounds; grease lubricating except forward end main rods; 10 wheel engine.

W. M. W.

A. The wear of engine in the parts named will of course be uniform and one must be governed by the amount of lost motion that will develop in a certain length of service. Following an engine too close in the matter of setting wedges is a waste of labor. It is well to set main wedges often enough to keep boxes from pounding, as this not only improves the riding but the power of engine also. With back ends of main rods filed "brass and brass" it is best to keep brasses keyed solid to prevent their getting loose or strap worn. In the case of the front end of main rod it usually needs attention as often as the main wedges if not often-er. In the case of engine using outside valve gear, such as Baker and Walschaert, it is especially important that there be no lost motion in front end of main rod connection, as these valve gears get part of their motion from the crosshead, and any lost motion at front end of main rod develops a knock there that is felt throughout the whole gear up to the reverse lever. This not only causes disagreeable working of engine but affects its power also and is often the cause of breakdowns in the valve gearing.

Q. I notice that when boiler check leaks the check does not immediately rise when injector is put to work as though branch pipe was empty. Now I know the boiler check is below the water line, so if the check on boiler leaks it must let water back from boiler into branch pipe; that being so, why should the branch pipe be empty after injector has been shut off for a time, as it apparently is when the boiler check leaks?

W. D.

A. It is due to a difference of pressure within the boiler and that within the branch pipe. The water coming from boiler is of such high temperature that when released into the lower pressure of branch pipe it flashes into steam, forcing out the water in the branch pipe that remains when injector is shut off, so that when injector is again put to work the

branch pipe must again be filled with water before the check can be raised to admit water to boiler, hence the action you refer to.

Q. The fuel system in operation here is all wrong. If we make a good run and burn a little more than the usual amount of coal doing it, we are sure to get a black mark from our department. I claim it takes more coal to go over the road on freight in four hours than in six or seven hours. What do you think about the whole thing?

D. D.

A. There is no doubt about more coal being required when fast time is made. While an engine might burn less coal in six hours than in four, going over a hundred-mile division, it does not follow that the least coal is always consumed on the longer trip. That is true only within certain limits. It may not seem to be good judgment on the part of the engineer to make a trip in less time than is actually demanded by the transportation department, as the master mechanic sees it, for time made up costs money in fuel bills, also upkeep of engine; but your standing in the service will depend more on your ability to move trains promptly and make up time than on anything else connected with your duties as an engineer, and the transportation department officials will sustain you no doubt in making up time regardless of the amount of fuel burned, or the opinions of those who ride the hobby of fuel consumption.

Q. Do you think a traveling engineer has any right to take an engine and run her part of a trip when he thinks you are not handling engine right? Don't you think he is overstepping his limits in doing that?

W. S. L.

A. There are no limits within which the traveling engineer is bound to stay in the matter of showing how engines should be handled. The fact that he is willing to try his own hand at the game is the best evidence of his desire to be fair. There are too many who will let you do the wrong thing and write you up rather than take a chance at failing in what they insist you should be able to do.

The road foreman or traveling engineer should be a teacher, and there is no better way to teach than the demonstration in a

practical manner just how a thing should be done, and you should be glad to be shown where you are wrong, or in doubt.

**Q.** To what particular cause would you assign the difference in coal consumption between the regularly crewed and the pooled engines? Is it condition of power, interest of enginemen, or heavier tonnage that makes it? **ENGINEER.**

**A.** All you have mentioned have their bearing on the question, but there are other factors in the case. In addition to a proportionately heavier train tonnage on dead freight there is a more urgent demand for high speed in some classes of service than formerly and the men are responding to that demand more readily where the power has been pooled than where they still run regular engines.

**Q.** Is a traveling fireman or a traveling engineer the most needed on the average road? **H. H. B.**

**A.** Both are needed and if they are capable men can do a lot of good for the men and the company. As a choice between the two, the expert fireman seems the most necessary. In the first place, he is dealing with a class of employees who are in their apprenticeship. They are more susceptible to instruction than older men who have confirmed habits acquired in long service on the right-hand side, and are more in need of coaching, for the main thing in learning any branch of work is to get started right.

**Q.** What causes engines to rock or roll when working hard, going slow, as when starting a train? In some types of engines one doesn't notice it. **E. B. W.**

**A.** It is most noticeable on engines having short main rods, the rolling from one side to the other being caused by the upward pressure on guide bars when engine is going ahead, and as this pressure alternates from one side to the other it sets up a kind of rolling motion that is familiar to engineers. When the main rods are long there is less force exerted vertically, for which reason the lifting tendency and rolling action of boiler is correspondingly less.

**Q.** "Theoretically speaking, a locomotive should attain and maintain its highest speed and it should develop its greatest drawbar pull with the throttle wide

open. Pressure in the cylinders would then be the highest attainable and the maximum of elasticity obtained during expansion, but it is a fact that the most successful engineers invariably throttle the steam to insure fast time and smooth working conditions."

I copied the above from a late mechanical book. How do you think it agrees with present practice in locomotive handling? **W. R., Div. 10.**

**A.** The theory is correct, so if it must be departed from to "insure fast time and smooth working conditions" there is something else not correct. Where the power is more than equal to the work to be done the full boiler pressure is not needed and the longer valve stroke and lower steam chest pressure tend to promote smoother valve movement from two causes, namely, reduced pressure on valve and better lubrication. It may be contended that this argument doesn't jibe with the piston valve, but the friction of packing rings of piston valve is somewhat more with the high steam pressure against them and the lubrication is also better, more uniform when the pressure in steam chamber is considerably less than the pressure from lubricator.

**Q.** If eccentric rod breaks on a Walschaert or Baker gear is it better to try to use the crosshead motion, to get some power in that way? If so, how should it be done? **R. R.**

**A.** It is not the general practice to try to get valve movement from the crosshead when eccentric rod is out of commission. The chief reason for doing it anyway is not because of the power gained, but rather for the better lubrication of cylinder on defective side when valve gets some motion and opens the steam ports somewhat. So far as that is concerned there is always enough leakage between valve and cylinder to supply lubrication.

To fix up a Walschaert in a case of that kind, if it is desired to use crosshead motion, just disconnect radius bar from lifting arm, then fix link block securely in center of link with blocks. This leaves the valve free to be moved by the crosshead motion. If a Baker gear, there are holes through gear frame through which

a "U" bolt can be put which will hold the bell crank so the crosshead motion may be utilized. As in the other case the reversing gear must be disconnected.

Q. What proportion of oil should be fed to valves and cylinders on superheater engines? We have the five feed lubricators; some say the valves need most, others the cylinders. Which do you think? D. M.

A. It depends on the road. If a level road, would not use cylinder feeds, as enough oil will be carried to cylinders with the steam for all cylinder needs.

If on a hilly road, where engine drifts for long distances, it is better to use a cylinder feed also, as the oil from valve feeds with engine shut completely off, does not get to cylinder as when steam is used, that is, on a piston valve engine. On a slide valve engine it reaches cylinders when shut off, but in either case it is better when drifting long distances to use a little steam from main throttle to distribute the oil over the bearing surfaces of valves and cylinders.

Q. Is there any more danger of an engine leaving the track when using steam than when shut off? Some men have the habit of easing off throttle or even shutting completely off when rounding a short curve. Then again, I know men who leave engine working and check speed with brake on a curve. What is the use of using steam and braking at the same time?

MEMBER.

A. Whatever danger there may be in rounding a curve is not changed any by either using steam or shutting off. It is the lateral pressure, or centrifugal force, that tends to cause derailment, and this is not appreciably changed by either method. There is some variation of pressure on driving wheels with engine using steam as compared to when shut off, but not enough to be considered in a practical way. Setting the brake and using steam when rounding a curve is often done on passenger trains; not for the purpose of lessening the liability of derailment, but to bunch and stiffen the train, make of it one car as it were, and thus prevent some of the disagreeable buckling and stretching that sometimes occurs when train drifts loosely, as when shut off, or using a light throttle.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

### EDITOR TRAIN RULES DEPARTMENT:

Inquiries from members of the American Railway Association respecting practice under the Standard Code of Train Rules have been submitted and replies made thereto as follows:

(1) Q. Kindly advise me, if in the event a train is due in a terminal within thirty minutes of the departure of another train out of such terminal in opposite direction, whether or not the rules require such time of departure and arrival to be shown in bold type. If rule is not thirty minutes kindly advise the limit, if any specific rule on this subject.

A. Paragraph 3, Rule 5, Standard Code of Train Rules, reads as follows:

"Schedule meeting or passing stations are indicated by figures in full-faced type."

The committee has always held, in cases similar to the one mentioned, that the time should be identical, in order to require its being shown in full-faced type.

(2) Q. Under Form E, Example (4).

"No. 1 wait at N until 10:00 a. m. P until 10:30 a. m. R until 10:55 a. m., etc."

Must an entire train dispatching district be covered by the order? If not, can opposing train receiving the order at U use until 10:50 a. m. to make T or S?

A. It is not the intention that an order in this form should necessarily cover the entire district, but only such portion of it as may be desirable.

The order gives opposing trains receiving a copy the right to run to any intermediate station between the point where the order is so received and the point or points named in the order, where the time is earlier, as before required to run with respect to the schedule time of the train. If the schedule time of train No. 1 at T or S were earlier than 10:55 a. m., an opposing train receiving the order at U could use this time to go to T or S the same as though the regular schedule time

at T or S was 10:55 a. m., and the opposing train would clear this time at T or S the same as it would clear the regular time of No. 1, and of course, should be clear at T or S as many minutes before 10:55 a. m. as required by the rules.

(3) Q. Are full-faced passing points positive, and must the train to be passed wait indefinitely for the following train? If so, what form of order should be used to move it ahead of following train?

A. When trains are of the same class, the train to be passed may proceed on its own schedule. When the train to be passed is of an inferior class it can be moved only by train order (see Rules D-85 and D-86, Standard Code of Train Rules), unless the road is operated under standard train rules governing the movement of trains against the current of traffic (see Rule D-261, Standard Code of Train Rules). If train is to be moved by train order Form B should be used.

(4) Q. Referring to Rule 218, under the following order is No. 10 designated by its schedule number alone: "No 10 engine 75 meet No. 9 at B"?

No. 9 being superior by direction, should it find No 10 at B displaying green signals, would No. 9 be right in proceeding, or should it consider the engine number only for identification purposes and remain at B until it meets all sections?

A. When a train is named in an order all sections are included. Therefore, in the absence of further train order, No. 9 should wait at B for all sections of No. 10 (see Rule 218, Standard Code of Train Rules).

(5) Q. Eastward trains move A to Z. If a work extra on the eastward track between B and C receives an order that all eastward extras will wait at B until a specified time, may the work extra move against the current of traffic until that time, keeping clear of regular trains?

A. This order gives the extra ample authority to move against the current of traffic within the limits of time named, properly clearing the time of regular trains. (See answer of Committee, as published in Proceedings of fall meeting of the Association, 1910.)

(6) Q. No. 1 of preceding time-table, "Daily."

No. 1 of new time-table, "Daily, except Sunday."

New time-table takes effect 12:00 noon, Wednesday.

May No. 1 of Wednesday of preceding time-table assume Wednesday's schedule on the new time-table provided they are alike in all other requirements?

A. No. 1 of Wednesday on preceding time-table can assume the new schedule of the new time-table.

SANDUSKY, Sept. 1, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
The following orders are given:

Order No. 1, "Engine 1057 run extra A to Z."

Order No. 2, "After extra 1057 arrives at K engine 1040 run extra K to D."

I would like to know if engine 1040 is an extra before the arrival of extra 1057 east at K.

MEMBER SILK CITY DIV. 521.

A. Engine 1040 is not an extra train until it begins to fulfill its order after the arrival of extra 1057. It ceases to be an extra train when it reaches the entrance switch of the siding at D and is clear of the main track. In other words, engine 1040 is created as an extra only on the main track between K and D; the switch where an inferior train leaves the siding at K being the starting point and the entrance switch to siding at D being the terminal of its existence as an extra train. This is an important point in the handling of extra trains, especially when an extra train is started in the superior time-table direction.

NASHVILLE, Sept. 2, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
Order No. 1, "No. 1 has right over No. 2 A to Z and wait at N until 2 a. m., at M until 2:30 a. m. for No. 2." No. 1 becomes 12 hours late at C and loses both right and schedule and is given an order to run extra to F, where it is restored by train order to train No. 1. Train No. 2 has left Z and there is no telegraph office between F and Z. To permit No. 1 to proceed against No. 2 from F it must have a copy of order No. 1, which being reissued, trainmen object to as the train was an extra from C to F and the order reads between A and Z. H. M. T.

A. Rule 220 provides that orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as is the case under the provisions of Rule 82, when a train becomes 12 hours overdue at any station. Therefore, there can be no question but that the order giving No. 1 right over No. 2 A to Z is void to No. 1; but as No. 2 has not reached a point at which No. 1 is more than 12 hours overdue, the order is still effective to No. 2 and must be respected by No. 2. Rule 202 provides that each train order must be given in the same words to all persons or trains addressed, but this fact must not be taken to mean that the essential information or instruction contained in an order cannot be reissued under another number when circumstances require that it should be so reissued to conform to the requirements of Rule 201 which positively states that an order must not contain either information or instruction unless it is essential to such movement. With the provisions of these rules in mind it becomes evident that an order giving No. 1 right over No. 2 from A to Z is improper to issue to No. 1 at F because it is not essential that the order should confer right over No. 2 between A and F, neither can No. 1 fulfill that portion of the order. It is required in such a case that the dispatcher reissue that portion of the order which can still be fulfilled to No. 1 under a new number.

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### One Kind of Policy

BY JASON KELLEY

A railway official recently made the following remark: "It is not in doing things the best way that economy is best shown, but rather in not doing them at all."

We see the policy expressed in the foregoing sentiment in operation on some roads. That sort of manager meets conditions only when every resource in the way of human skill and endurance is exhausted. If you are employed on a road run on such a policy you are up against the worst possible conditions the railroad service affords. You have heavy tonnage, poor steaming engines that pound and knock and blow and groan, and you inva-

riably have a lot of engineers who are not in good standing with the transportation officials, who are ever expecting more work out of the power than its dilapidated condition will enable it to do.

If you are putting up with such conditions, without a protest, you are getting just what is coming to you; and if you are merely protesting to your own department you are shooting wide of the mark.

You should consider that the officials of your department may be just as anxious to have good engines as you are, also that they, with their limited allowance for upkeep of the power, are likely to be as much overloaded with the care of the power as your engine is overloaded by the tonnage rating, and with that understanding fixed firmly in your minds it is easy to see the solution of the difficulty. Bickering with your immediate superiors in such matters is a waste of time and effort. The importance of such things is too apparent to need more than passing comment and why the men will send committees to the fountain heads of the management of a railroad to adjust matters concerning their earnings and merely quibble over matters of really greater importance with the local officers is past understanding. It is all the more surprising when we stop to think that the earning power of a man alone, aside from the question of health and increased comfort, would be very materially improved by better working conditions, often more so than a considerable increase of wages would represent in the long run.

It is no less surprising when we view the company's side of the case. The congestion of trains during a busy season, on single track roads, due to overloaded, poorly conditioned engines, represents a loss in overtime paid alone, that would go far toward correcting that fault. But aside from the question of financial loss to both the man and the company, the situation, as viewed from a humane point of view alone, demands a remedy.

Show me a road that is really considerate of the comforts of the man and I will show you one where a conservative and loyal spirit prevails among them. It is just as true if you reverse the case, and it may yet dawn upon railway mana-



gers in general that no amount of compensation in the form of dollars and cents will preserve peace and contentment among the rank and file if their physical well-being is disregarded.

#### THE SHORTER DAY

In their reluctance to grant the eight-hour day the railroads are but following the lines of railroad tradition, yet it may be safely stated that the shorter work-day will, like some other innovations that have been forced upon the railroads in recent years, prove a benefit to them in the end.

It is particularly true that in railroad work, unlike some other kinds, the real value of the service the workman renders the company cannot be properly estimated at so much per hour, for the opportunity for doing less than is expected, or doing more, as the case may be, is greater than in any other branch of the service. It should be the aim and desire of the train employee to do more in quality as well as quantity of work performed than is actually demanded. If he does not have that desire, no amount of red tape or discipline will make up for his deficiency. You may instruct the flagman in the flagging rules each trip, but if the loyal spirit is wanting he will not go the proper distance to protect the rear of his train when there is no one watching him. You may give a fireman the most systematic training in his duties and feel that he is a finished workman, fit for promotion at any time, but you cannot make him follow out the instructions you gave him unless you go with him and see that it is done as advised. The same is in some degree true of the conductor and engineer, but especially so of the men yet in their apprenticeship.

But why is it? It is simply because of the conditions of service. So much compensation per day doesn't, in this case, balance the account between the wage-earner and the railway company; there is something more than the mere matter of giving so much labor for so many dollars, or so many dollars for so much labor. There is a human factor which enters largely into the bargain which must be

reckoned with, for unless the conditions of employment are fair, which includes wages, length of workday and things in general relating thereto which materially affect his comfort and convenience and health and advancement, then the workman will only give in services what in his opinion is enough under the circumstances. If the surroundings are not agreeable, if there is evidence here and there that the fireman or brakeman or other employees are receiving no consideration from the company excepting in the matter of getting all possible out of them and giving as little as they can get them to accept in return, then there is bound to be a want of loyalty on the part of the men, and service, with disloyalty, especially in railroad train work, is always below par.

If the future holds anything in the way of inducement, such as more agreeable employment to look forward to, there would be some incentive to grin and bear the present for the promise of that future, but with the older men in the service continually dissatisfied with their hours of work and general surroundings the future holds little of encouragement, and loyalty becomes conspicuous only by its absence.

The adoption of the shorter day will correct that fault in a large measure. In the first place the employment will appeal to the more intelligent class of our young men which, in itself, will make for a higher grade of skill in the ranks, along with which must naturally follow a general improvement in executive ability to balance the trend of general uplift of the service.

There is evidence at hand, such as the air brake, the automatic coupler, the block signal and other means for promoting the safety as well as facilitating the movement of trains, which have been forced upon the railroads by the combined influence of organized labor and public sentiment that have proven to be beneficial to the railroads in every way, and it is most reasonable to expect, that with the adoption of the eight-hour day for men in train service will follow a general improvement in train operation that will more than compensate for the apparent cost in overtime, or any other expenditure incident to its adoption. Digitized by Google

# Labor Digest

A COLLECTION OF EXPRESSIONS OF OPINION  
OF INTEREST TO OUR CLASS, WITH  
EDITORIAL COMMENT.

## The Sanction of Good Judgment

By his activity in connection with the threatened railroad strike President Wilson illustrates a truth not always given full credence by those who discuss matters pertaining to executive office; namely, that many of the most useful things an executive office does are done without actual legal authority. Whether he be president, governor or mayor, he finds his usefulness to the public far outruns the structure of law that defines his duties.

President Wilson pleading for the avoidance of a strike that might prostrate the commerce of the country and bring untold suffering and loss upon hundreds of thousands of people; President Roosevelt using the power of his great office to bring peace in the anthracite region; a governor throwing his personal strength into the effort to relieve the suffering caused by a great disaster—these are examples of the kind of service the public delights to receive from its high officials, but which no law authorizes and no law could compel.

A president or governor who contented himself with following the mere routine which constitutions and laws appear to contemplate would accomplish little. He might have no enemies; he would not be likely to have many friends. . . .

The public has come to expect this kind of leadership of those it elects to high executive office. A president who was merely president, as the law contemplates, or a governor who contented himself with being a mere letter-of-the-law governor, would be a monumental failure and a joke.

President Wilson speaks for a hundred million people when he urges that a threatened great railroad strike be averted. He is the only spokesman the public has. And the incident illustrates, among other things, what Americans expect of their President in these days.

—*Editorial Cleveland Plain Dealer.*

## The Real Problem Remains

Probably no one is short-sighted enough to imagine that the hasty enactment of the eight-hour bill has settled all controversy between the railroad employees and the managers. This particular strike has been called off, of course, the threatened serious interference to American commerce has been averted, but the essential problem remains.

The particular point is that, as matters now stand under the Adamson act, there appears to be no assurance that in two years or five years a similar critical situation may not arise between the same two parties. If a threat to strike this week for eight hours was sufficient to win favorable action by Congress, why may we not at some future time find ourselves face to face with a seven-hour or a six-hour demand which only an act of Congress can satisfy?

It would, indeed, be an intolerable situation if the Adamson act were all. But this act has merely averted a crisis. The larger issue is yet to be handled.

By the Adamson measure itself provision is made for the appointment of a commission of three to investigate the effect of the eight-hour day as adapted to railroad operation and to report its findings to Congress. This report must be made within nine months following the law's taking effect at the beginning of the new year. This will be an assistance to Congress, but consideration of the problem which the recent threatened strike brought to a focus cannot be delayed till this commission reports.

The relationship between the transportation lines and the national welfare is too intimate to permit a sudden difference over wages or hours to throw these lines into idleness. Justice must be done both employers and employees, but justice must also be done the millions who represent the party of the third part, whose health, convenience and prosperity are indissolubly associated with freedom of railway operation.

Capable leadership is needed as Congress and the people undertake to work out this second phase of the recent crisis. No exact precedents exist for guidance.

Prejudices will be encountered. But we have the leadership, and the experiences of the past week should furnish the determination.

Out of this experience, trying and threatening as it was, may come a saner, broader-minded handling of the American railway problem as it relates to the public welfare. The next session of Congress should see some significant history made in this field of legislation. — *Editorial Cleveland Plain Dealer.*

### The Averted Railway Strike

The prevention of the railroad strike has caused bitterness, but it is insignificant when compared with what would have happened had the strike taken place. A number of well-meaning people have said publicly, and a good many more have said privately, that they would have preferred a strike. They do not know what a national railroad strike would mean, and they are guilty of a serious lack of imagination. There have been very few railroad strikes in the history of the world, and where they have occurred they have brought the nation which suffered them to the verge of civil war. No nation has ever undergone a strike comparable to the one we have escaped. English, French, Italian and Belgian experience was a foretaste, but not a measure of what an American strike would have been. No nation has dealt with industrial conflict over so large a territory, and no nation where strikes have occurred is so dependent as we are upon the railroads. Had the strike occurred, men and women would have died, violence would have been epidemic, business would have staggered, and bitterness unquenchable would have filled the land. And yet men supposedly as responsible as Mr. Jacob Schiff tell us they would have preferred the disaster.

Preferred it to what? To what they call the sacrifice of the principle of arbitration. The principle needs closer examination. The Brotherhoods said they would arbitrate everything but the doctrine of the eight-hour day as a basis of work and wages. They were willing to arbitrate questions of pay and discipline, but not the basic work day. They said it

was not arbitrable. Is that mere pig-headedness or is it true? Analysis will show, we believe, that the Brotherhoods were sound in their claim; sound, mind you, not necessarily in demanding an eight-hour rather than a nine-hour day, but in saying that the basic work day is a matter for legislation, not for arbitration.

An analogy may make this clearer. Every student of international affairs has learned to recognize that there is a difference between justiciable and non-justiciable disputes. That is why so many of the same people who denounce the Adamson bill denounce the pacifists who want everything arbitrated. They say quite rightly that you cannot arbitrate the admission of Oriental labor to California. Why? Because it is a question about which no principle is accepted both in Japan and the United States on the basis of which you can arbitrate. Likewise no principle has ever been worked out to form the basis of arbitration for the length of the working day. Had the Brotherhoods agreed to arbitrate, had the President appointed the wisest men in the world to handle the controversy, those men would have had to legislate, not arbitrate, on the question of the work day. The hours of labor can be determined only by one of two methods—by trial of force, or by the legislature as a matter of public policy. A calmer view of the situation will show that any board of arbitration set up to deal with this question would have been simply a little temporary legislature to make a declaration of policy which Congress alone ought to make. The decision would not have been more "scientific" or "fair" because it would have rested in the end merely on the judgment and social philosophy of the arbitrators. They would have had to elevate their theory into the "judgment of the society," and if such judgments are to be passed it had better be by Congress, which has the power to deal with the consequences.

Just because the basic work day is ultimately a matter of social policy, the Adamson bill was a small price to pay for the prevention of a terrible national calamity. What does it say? It says

that after January 1st eight hours shall be considered a day's work, and the measure of a day's work for reckoning pay, that a presidential commission of three shall watch the effects at least six months and report within nine, and that until one month after the commission has reported, wages shall not be reduced below the present standard, and that over-time be paid pro rata. In other words, we are to have at least six months' trial of the principle, followed by a reopening of the question of wages, rates, economy, and the method of handling disputes.

The only difference between "arbitration" and the present method is that three or four arbitrators would have had to guess on no experience and on no principle, while Congress has guessed and provided a way for testing the result. The other difference is that a great calamity has been averted.

Congress still has to provide a better method for the future, but its organization can proceed calmly and with the good will of labor. That is an infinitely better mood in which to build than in the aftermath of violence, ruin and hatred. No essential interest is left unguarded, no one is deprived of his chance to be heard. Had the strike occurred no one would have been heard for all the din it would have set up. Congress acted in haste to prevent a disaster. It is a pity that it had to act in haste. It is a pity that in its action it failed to adopt the whole of the President's program. It is a pity that the nation is never prepared for its industrial crises. It is a pity that the social reformers who have thought about these matters are always ignored until the catastrophe is at hand. It is a pity that we have had Colorado, Mesaba, West Virginia, Lawrence, Paterson, Akron, Calumet, and that Congress and the masters of business are still unaroused, and very little the wiser. It is a pity that the nation has not yet developed the enterprise and public spirit seriously to face the labor question except when labor shakes its fist. — *The New Republic*.

### A Great Labor Day

Members of labor organizations will have much in their thoughts today the

impressive demonstration of the power and influence of such bodies in the enactment by Congress of the law demanded as the price of railway peace. It is a remarkable event, but there will be better reasons for rating this the most notable of holidays dedicated to the interests and welfare of those who live by daily toil.

Labor has gained throughout the last year in the feeling and thought of the world. The strain and perils of the times have brought an unusually sober and reflective state of mind. Men and women have been more than commonly concerned with the gravest problems of existence. They have given more than the ordinary consideration to the needs and dangers of life.

All this has contributed to the dignity and honor of hard work. Never was there more general recognition of the necessity of meeting real trials manfully and playing a man's part in the serious business of living. Never in recent times was it more difficult to shirk without discredit or spend the crowded years in idleness without forfeiting respect and reputation. The world has so much to do, so many great tasks crowding upon its mental and physical resources that work is more than ever before the plainest and most vital duty of all who have strength for service.

In such times, and such moods as the times compel, labor is sure of just honor. Workers are certain to be valued at their true worth. Labor's holiday becomes more than ever the recognition of mighty forces of the most vital importance to all mankind.

Is it necessary to add that such strength implies solemn responsibilities? Must Americans be told that forces so far-reaching and so potent in the country and the world are inseparably united with the fate of the nation and the obligations of citizenship? The labor organizations and their leaders are today closer than ever before to direct contact with the government, and more than ever in the past they are bound to give full consideration to public needs, public interests and public authority.

And because these things are true this is the biggest Labor day and also one of

the most serious. It is as sober in its deeper relations and aspects as it is inspiring to labor leaders and members of labor organizations because it comes in a time of notable labor gains and demonstrations of labor's power and prestige. — *Cleveland Leader*.

### History of the American Labor Movement

The present labor movement in the United States and Canada received its first real impetus with the organization of the Knights of Labor in 1869, although the first trades union in the United States was established as early as 1803 by the tailors. Politics at that time appeared to offer the most certain field for labor reforms, and political organizations of laboring men were not uncommon at the end of the first quarter of the century. In 1829 a delegate was elected to the New York State Assembly on a workingmen's ticket, and a few years later the general trades union of New York City was successful in electing its representative to Congress. Various minor political movements were coincident, about this time, with the formation of a more concrete labor sentiment, and out of political activity, at different points, grew various municipal federations or trades unions. In 1831 a local union of printers was organized, and this was followed by the launching of other unions.

A distinctive movement for reform in the line of modern trades unionism was started at Utica, N. Y., in 1834, when, at a convention of mechanics, a protest was adopted against the employment of prison labor in competition with free workmen. But this mild protest for fairer dealing was followed by few events of importance to labor for ten or eleven years, at which time the Industrial Congress of the United States was held in New York, in the year 1845. In this year, also, was organized the New England Workingmen's Association and the New England Protective Union—organizations which appear to have stood for almost everything and anything that promised a change and to membership in which any person of proper age, male or female, was admitted.

The wide latitude of these associations

apparently did much to encourage the establishment of the numerous narrower and specific trades unions which subsequently sprung up in all parts of the country. Those interested in the labor movement of the time as thinkers and leaders began to perceive in this inclination to narrowness the menace of final dissolution, and the necessity of a national body began again to be discussed. As a result the National Labor Union was organized, but its efforts were largely diverted to political ends, with the result that the hopes of its founders were never realized.

But the seed of organized unionism was sown, and was likely to sprout in almost any corner. The organization of the Knights of Labor was perfected in secret in 1869 by the leaders of a dissolved local union of garment workers in Philadelphia. This secrecy, which it was thought best to maintain because labor organizations in the past had failed by reason of the disapproval of employers, was so effectually continued for 13 years that few outsiders fully understood its purpose. Membership in the society grew phenomenally, until 700,000 members were claimed, and branches existed in all parts of the country. Admittance to the order was granted, however, quite promiscuously, and all persons over 16 years of age, except liquor dealers, gamblers, bankers and lawyers were eligible. The government of the organization was vested in local, district, State and National trade assemblies, and was of a centralized form. But it did not accomplish the specific results aimed at by the various trades. In course of time, moreover, it adopted a political platform, and in time became too complex and involved to suit some of the local unions.

Seceders from the Knights of Labor and others formed the Amalgamated Labor Union, and at a convention at Terre Haute, Ind., in 1881, this organization was merged with another of a similar name—the Knights of Industry. At a subsequent convention at Pittsburgh, in the same year, the name "Federation of Organized Trades and Labor Unions of the United States and Canada" was adopted. This federation in turn merged

itself with an independent trades union congress, which met at Columbus, O., in December, 1886, and the joint organization was given the title the "American Federation of Labor."—*The Labor Compendium*.

### Labor Movement an Uprising of the Masses

Trade unions are not the whole of the labor movement, but they are the laborer's way of turning the labor movement to immediate advantage. Their methods, their successes, their failures, can not be understood except as they are seen to be a part of the moral, industrial and political history of the country. Some of their methods do not find favor with moralists and political economists who study them from the abstract point of view. The problem is much like that of the older botany and zoology—with a difference. The zoologist collected his bugs and birds, named their parts, arranged them in families and genera, and praised God or nature (according to his bent) for their wonderful adaptations. But when the evolutionist—i. e., the zoological historian—came into the field, a broader explanation ensued. He saw the struggle for existence, overpopulation and underconsumption, maternal love and mutual aid, and he explained the claws and teeth of the tiger as well as the song of the bird. He neither approved nor praised—he understood.

So with the older economist or moralist. He has seen the trade union, with its closed shops, its apprentice limitations, its restrictions on output and machinery, and its minimum wage, and he condemns it as contrary to divine or natural law. He may approve of the union, but he condemns the methods that keep it alive.

Today nearly all the political economists have become evolutionists. They do not condemn or approve—they seek to understand. The trade union has come up through struggle and conflict. It carries the marks of these conflicts. It is a survival of the fittest, and seems destined to stay. If its methods change, as they are changing, it is because different methods enable it to live. It has claws and teeth, but it has sympathy and self-sacrifice. Its changing methods depend

on changing methods of its opponents and changing attitude of the general public.

Consider the change that has occurred in the matter of secrecy. The Knights of Labor was a secret organization for 15 years. The existing unions are secret only in the sense that meetings of a corporation or board of directors are secret.

Secrecy is a weapon to resist widespread hostility. Popular support and demand for fair play encourage openness. But popular support is itself a moral evolution. A revolution of men's ideas of human rights and sympathy for the weak preceded the present trade union movement. If the general public that makes the laws and backs the courts were hostile to the aspirations of labor, it could not openly organize upon its present large and effective scale. The general public needed first a humanitarian awakening, which showed itself in the second quarter of the nineteenth century, was for a time swallowed up in the anti-slavery movement, which was also a labor movement, and then reawakened on a new and wider level in the last quarter of the nineteenth century.

How this sympathy originated, how it extended to the wage earner, how far it has gone, how it has affected legislation and the courts, these are the historical problems that reveal the environments within which trade unionism has struggled for existence. The social environment has changed, and the methods of labor organizations have changed. The present condition of both can be understood only as we see out of what they come.

In no country is the labor problem more complex or varied than in the United States. Sectional divisions, race divisions, protective tariffs, immigration and the most extreme vacillations of prosperity and depression have contributed to the result as we find it. *Serious-minded people of all classes are awakening to the need of more light on every phase, factor and detail of the movement.* The spectacular and personal elements have held the foreground, but the labor movement is an uprising of the masses, and the leaders and agitators are products as well as causes. To what it is tending, what the outcome shall be, is of living interest to workmen

themselves, to their employers, and to that indefinite body, the general public, that sooner or later is drawn into the movement. This is the task set before those who, in the true historical spirit, would contribute their share toward aiding the future to build on the past. — Prof. John R. Commons, *Social Economist*.

The above is an early opinion of Professor Commons who served on the Commission which investigated the conditions in Colorado, and who signed the "middle of the road" report, disagreeing materially with that of Commissioners Walsh and Garretson.

The last move for an eight-hour day leads one to wonder if "serious-minded people of all classes are awakening to the need of more light on every phase, factor and detail of the labor movement."

We opine "that the workmen themselves, their employers, and that indefinite body, the general public," will recognize that conditions may be imposed, or opportunities denied, may contribute to a political as well as sociological unity, and may bring undesirable conditions, not only to the employing class, but to the political boss as well, and that an extreme, antagonistic to those who perform the manual labor of the country, may unite the labor vote, which with other liberal thought might change the political complexion of the nation, so the subject of organized labor together with our duties one to another, analyzing our own rights so that we may be able to discern "where our rights end, and that of another begins" the real solution of this great problem, makes the subject serious, and deserves the serious thought of all classes of the American people, as every factor which adds any strength to the nation wants peace and justice, but labor will forego the former if they are denied a reasonable portion of the latter.

—EDITOR.

### Modern Trades Unions, England

From 1824 to 1842 the unions had been swayed by many kinds of political and economic ideals. They had passed through a period of hysteria which left them comparatively weak and non-ef-

fective. But at the end of this period they had settled down to the realities. They had been disillusioned as to the matter of social revolution. They began a campaign of education among the rank and file of their membership.

Strikes were less frequent and the more sensational prosecution of the leaders of labor was almost abandoned. The leaders, themselves, were better educated in the principles of trades unionism. A propagandist movement was inaugurated and there were many paid organizations, especially among the miners in Great Britain and Ireland. The leading feature of the trades union movement during this period was a strong resistance to legal oppression. The earlier trades unions consisted of completely separated or loosely combined local clubs, each exercising a large measure of individual freedom and controlling its own funds and acting on its own initiative and in its own behalf. The Amalgamated Society of Engineers, one of the strongest unions in Great Britain, made an advance beyond this primitive form of organization. It was not only built upon national lines, but authority was vested in the central governing body which alone had the power to call strikes. Its financial system was also thoroughly worked out through a series of benefit funds, providing for protection against old age, death, sickness and accidents. It was not long before the other great trades unions were organized upon the same basis until today there exists in the trades unions in England a powerful social and benevolent spirit.

A historic incident in the development of trades unionism is what is known as the Taff-Vale decision. In August, 1900, the Amalgamated Society of Railway Servants engaged in a strike against the Taff-Vale Railway Company. This strike did not differ from many other strikes, but the General Manager of the Taff-Vale Company determined to fight it out in the courts. The trades union was charged with persuading and intimidating workmen to break their contracts with the railway and aiding and abetting acts of violence which together

injured the railway company. The amount of damages asked was \$111,550. The corporation won its suit but the Court of Appeals unanimously reversed the decision of Justice Farwell.

The company then appealed to the House of Lords and the latter held that the members of the association, individually and collectively, were liable. The decision created consternation in labor circles where it had been commonly held that trade unions could not be sued. It was this decision of the House of Lords which led the British trades unionists into independent political action in the Parliamentary elections of 1906.—*Rev. Charles Stelzle.*

The House of Lords lost much of its power to override public opinion, and the Taff-Vale decision penalizing labor was reversed by the English Parliament. The injustice to labor united the political power of the laborers, a lesson that ought to be learned in time to prevent the enactment of unjust laws.—EDITOR.

#### Refuse to Yield Freedom

The plumbers' union of Hannibal, Mo., declines to accept the strike settlement offered by their employers, which would pledge the plumbers to work for no employer who is not a member of the Master Plumbers' Association. The strikers insist that any competent journeyman is welcomed to membership in their organization, but they will not tie themselves so that employment depends upon membership in an organization in which they have no voice.

A very wise conclusion. It meant a closed door for the Master Plumbers' Association and an open shop for the journeymen plumbers. If the master plumbers wanted to be fair, a suggestion that they would hire none but union plumbers if the union would agree not to work for employers not members of the Plumbers' Association would look as though they wanted to be fair and might have received better consideration though it would undoubtedly come within the scope of the Sherman law which the employing class try so hard to apply to employees because they work as a unit in order to get just conditions.—EDITOR.

#### Unionists Outwit Employers

Striking iron molders, of Bridgeport, Conn., whose property has been seized by employers, have outwitted authorities who are levying on all money in sight. Unionists not members of the Iron Molders' union act as custodians of strike funds and the sheriff is helpless unless he finds the money on the person of the strikers. To date no striker has been found asleep.

Under the law of this state property of workers can be attached before a judgment is secured. In no other state is this procedure permitted, and it is now being used by Bridgeport founders to discourage striking iron molders. In other states a judgment must first be secured before property or moneys is seized, but in Connecticut employers can, as one trade unionist put it, "seize the worker's property and force him to go to law to recover it."—*Weekly News Letter.*

If the iron molders are not asleep, the above suggests that the great body of laboring men in Connecticut are politically asleep, or they would not allow such a law to stand in even one State in the Union; the repeal of that law would be a good subject for the B. of L. E. Legislative Board, as their own interest might be affected at some time, and it would unify influence they may need to head off undesirable legislative propositions, or help secure legislation desired for their own protection; the employing class get these undesirable laws on the statutes, and it cannot be expected that they will consent to their modification, so it is up to those who are affected by it to apply a cure, and if necessary purge the state legislature of those who favor such one-sided and unjust measures.—EDITOR.

#### 92 Labor Laws Passed in Nation

Ninety-two labor laws have been passed by Congress and State Legislatures in the past legislative year, according to a survey which was made public by the American Association for Labor Legislation on the eve of Labor Day. This grist does not include the eight-hour bill for railroad employees passed by Congress last week.

"The most significant items in this



legislation," says the secretary, Dr. John B. Andrews, "are two national laws, one prohibiting the shipment in interstate or foreign commerce of certain products in the preparation of which the labor of children has been employed, and the other providing a model scale of workmen's compensation for personal injuries among federal employees, of which there are now more than 480,000.

"Several hundred labor bills were introduced into Congress this year," Dr. Andrews adds, "while eleven State Legislatures ground out their full share of the annual grist."

The Association's summary of the more important items of labor legislation in several States follows:

"Three States, Maryland, Massachusetts and South Carolina, concerned themselves with the legal regulation of collective bargaining. In Maryland a state board is authorized to prescribe rules of procedure for arbitration of industrial disputes including power to conduct investigations and hold hearings, to summon witnesses and enforce their attendance, to require the production of books, documents and papers, and administer oaths, exercising these powers to the 'same extent that such powers are possessed by the civil courts of the state.' South Carolina created a board of three members to investigate and to promote agreements in strikes and lockouts at the rate of \$10 a day each. Massachusetts amended her law regulating the procuring of strikebreakers.

"During the year seven of the eleven states holding regular legislative sessions passed new or strengthened old laws affecting child labor. Shorter hours, a higher minimum age, prohibition of night work and exclusion from hazardous employments are the main tendencies. South Carolina raises the minimum work age from 12 to 14, while Massachusetts and New Jersey make special provision for pupils who study part time in vocational schools and may then work part time.

"Impelled by recent accidents, New Jersey has joined the list of states requiring passenger elevators to have interlocking device automatically preventing movement of elevator car until shaft

door is closed and securely fastened.

"Following the limitation of working hours on public work to eight a day in the majority of the states, Massachusetts this year provides for her public employees the further limitation of the forty-eight hour week. In private employment several states place additional safeguards around the employment of women and children during the Christmas shopping season, and Massachusetts is to investigate the possibilities of one day of rest in seven for employees in hotels and restaurants.

"Legislation authorizing public employment bureaus in Maryland, the regulation of private agencies in Virginia, and the creation of a bureau of farm settlement for immigrants in New York, is supplemented by the California legislature's endorsement of the United States department of labor recommendation 'that the public land tenure be so regulated as to insure to the settler the entire product of his labor.'

"South Carolina and Virginia patched up their employers' liability laws, while Kentucky enacted the most progressive workmen's compensation law in any Southern State. Louisiana, Maryland, Massachusetts, New Jersey and New York strengthened their compensation laws without, however, equaling the new national law for injured federal employees, which is termed 'the most scientific and most liberal workmen's compensation law in the world.' Maryland enacted a mothers' pension law, and Massachusetts created a commission on social insurance to study sickness, unemployment, and old age, and to recommend insurance legislation next January.

"The reorganization and unification of the administration of labor laws continues, the most noteworthy changes this year being in Maryland and New Jersey, where steps were taken toward consolidation of factory inspection and workmen's compensation administration." — *Cleveland Plain Dealer*.

#### Direct Legislation Crippled by Court

The power some courts have taken unto themselves to check rule of the people is shown in a decision by the State Supreme

Court at Olympia, Wash., August 5, on an initiative measure known as the "Fish bill."

A portion of this proposed law is explanatory. The court rules that this is "argument" and must be eliminated, on the ground that it is unfair to opponents of the bill, who must, according to law, pay for publishing their own arguments.

This decision was made by a vote of five to four, and places the court in the attitude of a censor over direct legislation, which is intended to permit a free expression by the people in legislative matters.

In a dissenting opinion the four minority judges declared that of all laws those initiated must require the aid of a preamble as a key to the intention of its advocates, and that if the majority opinion is correct, "then the courts must in every instance either say that there shall be no preamble, thus abrogating the admitted power of the lawmakers to define their intentions, or scan the entire act as to its every provision without the aid of briefs and determine in advance every ambiguity that might arise in every possible case, which a reference to the preamble might be necessary to solve."

The minority protests against court censorship and insists that the court has reversed itself from a former decision, in which it was held that questions of this character are a legislative function.

"If it is the duty of the court to so purge the preamble," says the minority decision, "it is equally its duty to purge every section. Every preamble is in its nature essentially argumentative and every law carries in its provisions an argument for its own existence. Assuming the power, it is difficult to believe that either the people, when they adopted the constitutional amendment, or the legislature, when it passed the facilitating act, ever intended that the courts should so scan and rewrite initiative bills as to purge them of argumentative matter."—*Weekly News Letter*.

#### As It Ought to Be

Official statistics compiled by the census bureau show that in the five years from 1909 to 1914 the average number of wage

earners employed in the manufacturing establishments of the United States increased 6.4 per cent. In the same five years the increase in the amount paid as wages was 19 per cent.

It will be seen that the gain in wages was three times as great, in rate per cent, as the growth of the army of wage earners. On a per capita basis the wage workers of the United States received the benefits of an important increase in pay.

This is as it ought to be. One of the elemental phases of the progress of the world must be a larger share of the proceeds of industry and trade for the workers who carry the common, ordinary burdens of the vast task of feeding, clothing, housing and otherwise providing for the wants and needs of mankind.—*Editorial, Cleveland Leader*.

It will be observed that the editor of the *Leader* gives no reason for the advance in wages, and the question suggests itself. If there has been an increase in the amount of wages amounting to 19 per cent in the five years 1909 to 1914, why ignore the cause that produced such an advance, and not leave it open to a conjecture that it is due to the liberality of the employing class, or due entirely to supply and demand.

The editorial is not unfriendly in tone, and we agree with the Editor "that the increase is as it ought to be," but newspapers pose as educators of the public, and in treating upon such a subject, why should they pander to the Manufacturers' Association and leave the story half told; why not say what they know is true, that this increase is almost wholly due to the organization of labor, and to the political influence of those who work in the factory for the State and for the cities. The wages of what is classed as common labor in Cleveland were increased by law from \$1.50 to \$2.50. Why? Newspapers ought to adopt the oath prescribed for court witnesses, "Tell the whole truth, and nothing but the truth."—EDITOR.

#### Brotherhoods Have \$15,000,000 Fighting Fund

Fifteen million dollars bulge in the war chest of the railroad brotherhoods.

This amount, about equally divided

among the four unions, is ready today for distribution among the men, should they need strike relief. It is to be given out in portions of \$40 a month among the 400,000 men who would be involved in a national railroad tie-up. How long it would last is problematical, for relief might start with the opening of the strike or might be delayed until later.

As the brotherhood men view it, their mighty war chest probably would not be touched in the forthcoming strike, for they believe the trouble would be so brief that the men would not feel the pinch of unemployment.

This great war fund has been gathered through weekly contributions covering a long space of time. The assessment varies according to the members' earnings, but the total sum per year is written in fixed thousands. — *Carl D. Groat.*

We do not know who Carl D. Groat is, or where he got his information, but that \$15,000,000 is a good thing to dream about and we hope C. D. G. will not wake us up; we want to hold on to that vision of \$15,000,000. — EDITOR.

### Eight-Hour Day Episode

Senator Robert L. Owen, of Oklahoma, chairman of the Senate Committee on Banking and Currency, is reported as saying:

"An eight-hour day of labor will produce a maximum industrial and commercial efficiency, will be a better basis of national preparedness and happiness than longer hours, which exhaust the human body and brain, and bring physical decadence.

"Men and women and children are by nature entitled to the enjoyment of the providences of God, and when they have labored for eight hours, a few hours outside of sleep and domestic cares should be provided by law, if necessary, in which to walk on the green grass, to see the beauties of nature, to play, to have social diversion and repose.

"At eight hours a day, the American people produce about \$45,000,000,000 of primary products from the factories, fields, forests, mines and fisheries, or about \$450 per capita for man, woman

and child, or about \$2,250 per family of five.

"Too large a part goes to the powerful few, who, happily, can only consume a little, and the balance goes into concrete wealth now measuring in the United States nearly two hundred billions.

"An eight-hour day will better distribute the labor to be performed and will better distribute the proceeds of that labor and thus distribute happiness and property more equitably.

"Even if men and women, under the temptation of poverty and need, are willing to work twelve to sixteen hours a day, and seven days in the week, it should be against public policy to permit it as destructive of the human race and utterly unnecessary.

"Certainly the greed for more of those already too powerful commercially and financially should not be allowed to fix the national policy of the eight-hour day.

"The eight-hour day is coming.

"Let it come at once in every line."

### No Strike Law

The Colorado "No Strike" law was condemned by the State Federation of Labor on the ground that constitutional rights are set aside and the liberties of wage earners are invaded.

This law was passed by the last Legislature. It provides that no strike can be called until after the State Industrial Commission has been given thirty days' notice. Penalties may be inflicted for violation of the act.

The convention declared that this commission is given power of exercising unlimited authority over the various departments of the state government and has set aside constitutional guarantees with an assumption of power unparalleled in the annals of legislative history.

The continuance of this law, it is stated, "will eventually strip from the workers of this State every right which they now enjoy and will destroy the independence of the trade unions and make of the working people mere vassals." It is charged that the same in-

fluence behind this law denied the miners the right to organize, snuffed out the lives of women and children of Ludlow and sought to sacrifice the life of John R. Lawson.

"It is the same influence," continue the unionists, "that caused the present Governor of Colorado to declare in the public press that if the smeltermen on strike at Leadville continued their protest the military arm of the State would be employed to drive them back to work.

"The workers will not relinquish the right to strike whenever and wherever that course may be deemed advisable by the men and women of labor. The right to strike is the only distinguishing mark between freedom and slaves, and we shall unflinchingly make every sacrifice to retain our freedom."

The convention called for the unqualified repeal of the Industrial Commission law and that every section and paragraph be made the paramount issue of the coming campaign, and that "we shall hold to strict accountability the men and political parties of Colorado who and which ask for the suffrage of the citizens of our State."—*Associated Press*.

### Strikebreakers' Return Trip — A Labor Day Episode

Leaving behind it one passenger murdered by a bullet and mangled under car wheels, another dying, two others bearing knife and broken bottle wounds and a score more in the hands of police, an ill-fated train load of railroad strikebreakers pulled slowly westward out of Cleveland on the New York Central on Labor Day, September 4.

After they had been searched by police at a half dozen cities for weapons, after a score or more of their number had been arrested at various points for various offenses, after they had been stoned at one station by a gang of striking molders and after they had indulged in a food riot at Erie, Pa., the troubles of the passengers culminated in a fatal riot at E. 79th street and the New York Central tracks.

While the riot was at its height, while knives were flashing, while bottles were splintering against the seats and walls, while bullets from a dozen heavy caliber revolvers were crashing through the train from end to end, Conductor W. E. Stewart, 16812 Endora road N. E., unable to cope with the situation, pulled the bell rope that brought the train to a stop. A few minutes later police from Bratenahl and Cleveland stations were converging upon the train from all directions.

Across the track in the rear of the train lay a man, as yet unidentified, a bullet

through his heart and his right leg crushed off above the ankle by the wheels of the train. On the floor of a coach lay John Hagerty, 38, of Lawrence, Mass., bleeding from a stab wound below the heart, and Albert Davis, 38, Chicago, unconscious and bleeding from a wound on his head caused by a bottle. The floors of the cars were strewn with broken fragments of dozens of bottles used in the fray.

The train had barely stopped when Edward J. Brennan, 48, of St. Louis, alighted and started on the run through Rockefeller boulevard. A few minutes later Lieutenant Patrick Clarke, of the Bratenahl police, and Sergeant Frank Smith, of the thirteenth precinct, took Brennan's trail. From picnickers at the park and others in the vicinity the officers received information that led them on different trails.

Ten minutes later Sergeant Smith, after pressing an auto into service, overtook the fleeing man on Hillock road N. E. near the park and placed him under arrest.

In the meantime police from the thirteenth, second, fourth and central police stations rushed to the tracks in autos, surrounded the train and rounded up all of the passengers who had taken part in the affair and a number of witnesses. The prisoners were sent to the thirteenth precinct station at Superior avenue N. E. and E. 79th street.

Chief Rowe was assisted in the questioning by Capt. Thomas Martinez, Lieut. Lyman S. Van Orman, Assistant Chief of Detectives Thomas Mahoney, Detective Joseph Bernhardt and Capt. G. A. Collins of the New York Central police. The prisoners later were removed to headquarters, where they were given a further questioning by Chief of Detectives Gideon Rabshaw.

A charge of murder was placed against Edward J. Brennan and Carrol Boyd, 31, while the charge of shooting to kill was placed against John Hagerty, 35. The three men claim St. Louis as home. Morris Bihoff, 16, of Chicago, who took no part in the fracas beyond that of being one of the parties attacked, was charged with delinquency. Several others were held on charges of carrying concealed weapons, while the remainder, about fifteen, are being held as witnesses.

The trouble was caused primarily by the fact that the car containing St. Louis men was run between two cars containing Chicago men. To pass from one of their cars to the other the Chicago men had to go through the St. Louis car and this led to objections by the St. Louis men.

One story obtained by the police was that a Chicago man who had been winning at "craps" passed through the St. Louis

car counting his money when a St. Louis man knocked it out of his hand. Another story is that two Chicago men were passing through the St. Louis car to get a drink of water after they had been ordered to stay out.

The series of battles started shortly after the train passed Erie. They grew as Wickliffe was reached and at E. 106th st. station hundreds of men pouring out onto the platform as the train stopped fought furiously while scores of persons waiting for trains scuttled for safety. Bullets flew as the train moved again, the man known as "Curly" was killed and the spectacular ending, drawing thousands of people from nearby Gordon park, came at E. 79th st.

Inside the car, while the platform scene was being enacted, Charles E. Roden, 26, of New York, the police were told, sprang upon John Hagerty and stabbed him under the heart. Hagerty then, the police were told, fired at Roden, the bullet striking Roden just under the heart. Roden was taken to Glenville hospital where it was said he will die. Hagerty and Davis also were taken to Glenville hospital. After their wounds were treated they were driven to police headquarters and then taken back to the hospital.

The fight culminated while the train was standing at the spot where Sarah Bernhardt, the actress, while playing in Cleveland, had her private car parked to get away from the noise and bad air of the city.

The train was a special and consisted of five cars filled with men engaged to act as strikebreakers in case the railroad brotherhoods went on strike. The men were recruited from St. Louis, Chicago, Detroit, Toledo and Cleveland. They were taken to New York city last week, and when danger of the strike was past, were started back west. — *Cleveland Plain Dealer*.

Cases of 13 men arrested in connection with a riot among strikebreakers late Monday on a New York Central train were before Muny Judge Phillips Tuesday.

Boyd and Brennan were bound over without bail, following a preliminary hearing on a first degree murder charge. The defendants said they lived in St. Louis.

Martin Ferguson and James C. King, both of St. Louis, were bound over to the grand jury by Phillips on charges of carrying concealed weapons. Their bail was fixed at \$500 each.

Ferguson and King told Judge Phillips they carried the weapons for self defense.

The case of John Hagerty, of St. Louis, charged with shooting to kill Charles Roden of New York, was passed to Sept. 15.

Police also arrested eight others on charges of disturbance. No papers were issued against two men, but the balance were held as witnesses.

Not one of the alleged strikebreakers gave his occupation as that of engineer or fireman.

Brennan said he was an iron worker, Boyd a laborer, Ferguson a machinist, King a laborer.

Of the eight arrested on a disturbance charge one said he was a clerk, another an electrician, and the rest gave their occupations as that of laborers. — *Cleveland Press*.

### Gun-Toters and Dirkmens

Upon arising in the morning this strike-breaker will put a long-bladed knife in his pocket. That one will suspend at his back under his coat a blackjack. Another will conceal about him a loaded revolver. Some do all three of these things. Usually he takes a couple of drinks of whisky. Then he is ready for the day's business.

It will be seen that the strikebreaker is a highly desirable citizen—from the point of view of his friend, the railroad president. Of course, the railroad president doesn't often entertain the strike-breaker in his home. When there is no strikebreaking to be done they don't know each other much. They don't really become clubby until the regular employees of the president's railroad ask for an eight-hour day, or for other concessions that might give them a little more time to spend with their families.

Just now Cleveland is having an opportunity to observe the strikebreaker at close range. Several hundred of them were being brought from New York to Chicago Monday. They had been hired to break the strike of railroad men. But when the railroad men found a strike unnecessary, the strikebreakers found themselves out of jobs.

And as the strikebreakers' business is quarreling and fighting, and as there were no strikers to goad into quarrel or fight, they needs must quarrel and fight among themselves. This they did, beginning when their train reached Erie, Pa., and ending when it reached Cleveland. In the interval one man was murdered and a number were injured, several of them fatally.

Revolvers, blackjacks, knives—all manner of weapons—were found strewn along the tracks and in the cars. The strikebreakers were going to their jobs "heeled."

Gun-toters, dirkmens, blackjack wielders—these were enlisted by the railroads for service in case of a strike. These men cannot run trains. What were they hired for?—*Editorial Cleveland Press, Sept. 5th.*

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## The Eight-Hour Day

We assumed in closing our editorial on this subject in the September JOURNAL, August 23, that the railroad officials would have to accept the award of the arbitrator, President Wilson, and test out the eight-hour basic day, but the delay was beyond our conception though a natural sequence. We had no more right to assume that the managers would back away from their position than to suppose the representatives of the employees would, especially when the Manufacturers' Association and the Chamber of Commerce, with their lobby in Washington, were with and behind them in fighting the eight-hour day, and it is evident that the capitalist end of the railroad interest believed a stand would induce the Interstate Commerce Commission to loosen up and grant an increase in rates, rather than let the strike come, and the intervention of Congress by the enactment of an eight-hour law is all that prevented the strike, with its inconvenience and destructive opportunities for the

rabble, as one of the Congressmen said, "an opportunity for a revolution;" and we may all be thankful that a strike did not materialize, for all the evil things that come from it would have been charged to both factors in the disagreement, instead of to the real culprits, idle men who had nothing to do with the matter of the controversy.

The hearing before Congress was a hearing not only for men in train service, but a hearing for all men who serve others as workmen.

The shorter day is an old subject; the Knights of Labor as early as 1878 had among their 22 propositions for better conditions one, "To shorten the hours of labor by a general refusal to work for more than eight hours." In 1883 the National Federation of Trades and Labor Assemblies, at a convention held in Toronto, Canada, set the date May 1, 1884, as that upon which the eight-hour rule should commence, and we all know of the long battles of the cigarmakers, the printers, the machinists, and efforts of nearly all mechanical tradesmen for the shorter work day, and how persistently the employing class has fought against its adoption, though it has been conclusively demonstrated that it was beneficial rather than harmful.

The Manufacturers' Association are still fighting against the shorter day and against our stand for a shorter day, and the managers as stubbornly, though a nation-wide strike which would undoubtedly have come only for the persistent efforts of President Wilson and the convincing manner of Chairman Garretson on the subject of arbitrating the whole question, when he said:

*We know where we stand today, we know where we stood yesterday, and we know where we will stand tomorrow, and that is on the principle that we will not surrender our hard-earned gains of the past 30 years at this time.* And again when all were present before the Congressional Committee, when asked if the strike order could not be withdrawn, came the most tragic and momentous period in the annals of the world's labor effort, because it was absolutely convincing that a strike would come if the eight-

hour proposition did not materialize; the reporters may have made it more dramatic than the reality, but one does not have to appeal to imagination to realize the effect of his reply as chairman of the committee, quoted as follows:

"We have been asked if we have the power to defer this strike. It has been called for next Monday. I have the power to defer that date in my organization, but in the other organizations the situation is different. The heads of the other brotherhoods cannot call back the strike order. And here is where I stand. For years our men have trusted me. When I stood before the President and he asked me if this could be done, I found my Gethsemane. To the men who have made me the recipient of all these things, I owe my first obligation. I can put it off, but if I did without gaining a satisfactory settlement, there would linger in the minds of those who have trusted me, thoughts of treachery. If I put it off, across a fair record of thirty years would be written the word 'traitor.'"

For a moment he paused, then tears came into his eyes; hesitating to gather composure he asked in a low voice, "Can I afford it?" and dropped into his seat.

This dramatic presentation of the subject convinced the Congressional Committee and the President that Congress must act if the strike was to be avoided.

To meet the emergency a joint session of Congress was arranged for August 29th, a historic event, as we believe it was the first time in the history of Congress to hold a joint session for the purpose of listening to the grievances of American citizens who render service in our commercial affairs.

The situation is a forcible reminder of what William Pitt said to working men who were petitioning the English Parliament some 120 years ago:

"The time will come when manufacturers will have been so long established, and operatives not having any other business to flee to, that it will be in the power of any one of them in the town to reduce wages, and all other manufacturers must follow. If it ever does arrive at this pitch Parliament, if it be not then sitting, ought to be called together, and if it can-

not redress your grievances, its power is at an end."

This prediction has proven true though modified, or cured by the organization of labor for self-defense, and now the four organizations in transportation service having been denied a shorter day, caused the intervention of President Wilson and led to the appeal he made to the joint session of Congress to redress the grievance by some act that would prevent a nation-wide strike.

It was a masterly and earnest presentation of the subject, and reads as follows:

#### HOURS OF SERVICE ON RAILROADS

Address of the President of the United States, delivered at a joint session of the two houses of Congress, August 29, 1916.

*Gentlemen of the Congress:*

I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service that they be granted an eight-hour working day, safeguarded by payment for an hour and a half of service for every hour of work beyond the eight.

The matter has been agitated for more than a year. The public has been made familiar with the demands of the men and the arguments urged in favor of them, and even more familiar with the objections of the railroads and their counter demand that certain privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an eight-hour day. The matter came some three weeks ago to a final issue and resulted in a complete deadlock between the parties. The means provided by law for the mediation of the controversy failed and the means of arbitration for which the law provides were rejected. The representatives of the railway executives proposed that the demands of the men be submitted in their entirety to arbitration, along with certain questions of readjustment as to pay and conditions of employment which seemed to them to be either closely associated with the demands or to call for

reconsideration on their own merits; the men absolutely declined arbitration, especially if any of their established privileges were by that means to be drawn again in question. The law in the matter put no compulsion upon them. The four hundred thousand men from whom the demands proceeded had voted to strike if their demands were refused; the strike was imminent; it has since been set for the fourth of September next. It affects the men who man the freight trains on practically every railway in the country. The freight service throughout the United States must stand still until their places are filled, if, indeed, it should prove possible to fill them at all. Cities will be cut off from their food supplies, the whole commerce of the nation will be paralyzed, men of every sort and occupation will be thrown out of employment, countless thousands will in all likelihood be brought, it may be, to the very point of starvation, and a tragical national calamity brought on, to be added to the other distresses of the time, because no basis of accommodation or settlement has been found.

Just so soon as it became evident that mediation under the existing law had failed and that arbitration had been rendered impossible by the attitude of the men, I considered it my duty to confer with the representatives of both the railways and the brotherhoods, and myself offer mediation, not as an arbitrator, but merely as spokesman of the nation, in the interest of justice, indeed, and as a friend of both parties, but not as judge, only as the representative of one hundred millions of men, women, and children who would pay the price, the incalculable price, of loss and suffering should these few men insist upon approaching and concluding the matters in controversy between them merely as employers and employees, rather than as patriotic citizens of the United States looking before and after and accepting the larger responsibility which the public would put upon them.

It seemed to me, in considering the subject-matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic

experience spoke for the eight-hour day. It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment, and a general increase of economic vigor. The whole presumption of modern experience would, it seemed to me, be in its favor, whether there was arbitration or not, and the debatable points to settle were those which arose out of the acceptance of the eight-hour day rather than those which affected its establishment. I, therefore, proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing ten-hour basis of pay and service; that I should appoint, with the permission of the Congress, a small commission to observe the results of the change, carefully studying the figures of the altered operating costs, not only, but also the conditions of labor under which the men worked and the operation of their existing agreements with the railroads, with instructions to report the facts as they found them to the Congress at the earliest possible day, but without recommendation; and that, after the facts had been thus disclosed, an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

These proposals were exactly in line, it is interesting to note, with the position taken by the Supreme Court of the United States when appealed to to protect certain litigants from the financial losses which they confidently expected if they should submit to the regulation of their charges and of their methods of service by public legislation. The Court has held that it would not undertake to form a judgment upon forecasts, but could base its action only upon actual experience; that it must be supplied with facts, not with calculations and opinions, however scientifically attempted. To undertake to arbitrate the question of the adoption of an eight-hour day in the light of results merely estimated and predicted would be to undertake an enterprise of conjecture. No wise man



could undertake it, or, if he did undertake it, could feel assured of his conclusions.

I unhesitatingly offered the friendly services of the administration to the railway managers to see to it that justice was done the railroads in the outcome. I felt warranted in assuring them that no obstacle of law would be suffered to stand in the way of their increasing their revenues to meet the expenses resulting from the change so far as the development of their business and of their administrative efficiency did not prove adequate to meet them. The public and the representatives of the public, I felt justified in assuring them, were disposed to nothing but justice in such cases and were willing to serve those who served them.

The representatives of the Brotherhoods accepted the plan; but the representatives of the railroads declined to accept it. In the face of what I cannot but regard as the practical certainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society, the representatives of the railway management have felt justified in declining a peaceful settlement which would engage all the forces of justice, public and private, on their side to take care of the event. They fear the hostile influence of shippers, who would be opposed to an increase of freight rates (for which, however, of course, the public itself would pay); they apparently feel no confidence that the Interstate Commerce Commission could withstand the objections that would be made. They do not care to rely upon the friendly assurances of the Congress or the President. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country. While my conferences with them were in progress, and when to all outward appearance those conferences had come to a standstill, the representatives of the brotherhoods suddenly acted and set the strike for the 4th of September.

The railway managers based their decision to reject my counsel in this matter

upon their conviction that they must at any cost to themselves or to the country stand firm for the principle of arbitration which the men had rejected. I based my counsel upon the indisputable fact that there was no means of obtaining arbitration. The law supplied none; earnest efforts at mediation had failed to influence the men in the least. To stand firm for the principle of arbitration and yet not get arbitration seemed to me futile, and something more than futile, because it involved incalculable distress to the country and consequences in some respects worse than those of war, and that in the midst of peace.

I yield to no man in firm adherence, alike of conviction and of purpose, to the principle of arbitration in industrial disputes; but matters have come to a sudden crisis in this particular dispute and the country had been caught unprovided with any practicable means of enforcing that conviction in practice (by whose fault we will not now stop to inquire). A situation had to be met whose elements and fixed conditions were indisputable. The practical and patriotic course to pursue, as it seemed to me, was to secure immediate peace by conceding the one thing in the demands of the men which society itself and any arbitrators who represented public sentiment were most likely to approve, and immediately lay the foundations for securing arbitration with regard to everything else involved. The event has confirmed that judgment.

I was seeking to compose the present in order to safeguard the future; for I wished an atmosphere of peace and friendly cooperation in which to take counsel with the representatives of the nation with regard to the best means for providing, so far as it might be possible to provide, against the recurrence of such unhappy situations in the future—the best and most practicable means of securing calm and fair arbitration of all industrial disputes in the days to come. This is assuredly the best way of vindicating a principle, namely, having failed to make certain of its observance in the present, to make certain of its observance in the future.

But I could only propose. I could not

govern the will of others who took an entirely different view of the circumstances of the case, who even refused to admit the circumstances to be what they have turned out to be.

Having failed to bring the parties to this critical controversy to an accommodation, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation. In the spirit of such a purpose, I earnestly recommend the following legislation:

First, immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate; in order that the Commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are with its present constitution and means of action practically impossible.

Second, the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Third, the authorization of the appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions, and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date, but without recommendation as to legislative action; in order that the public may learn from an unprejudiced source just what actual developments have ensued.

Fourth, explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as

may have been rendered necessary by the adoption of the eight-hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

Fifth, an amendment of the existing federal statute which provides for the mediation, conciliation, and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

And, sixth, the lodgment in the hands of the Executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

This last suggestion I make because we cannot in any circumstances suffer the nation to be hampered in the essential matter of national defense. At the present moment circumstances render this duty particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican border to guard our territory against hostile raids. It must be supplied, and steadily supplied, with whatever it needs for its maintenance and efficiency. If it should be necessary for purposes of national defense to transfer any portion of it upon short notice to some other part of the country, for reasons now unforeseen, ample means of transportation must be available, and available without delay. The power conferred in this matter should be carefully and explicitly limited to cases of military necessity, but in all such cases it should be clear and ample.

There is one other thing we should do if we are true champions of arbitration. We should make all arbitral awards judgments by record of a court of law in order that their interpretation and enforcement may lie, not with one of the parties to

the arbitration, but with an impartial and authoritative tribunal.

These things I urge upon you, not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future. I feel that no extended argument is needed to commend them to your favorable consideration. They demonstrate themselves. The time and the occasion only give emphasis to their importance. We need them now and we shall continue to need them.

In response to the appeal of the President, what is known as the Adamson bill was passed in the House on Sept. 1st, and the same bill by the Senate on Sept. 2nd.

The bill as passed reads as follows:

PUBLIC—NO. 252—64TH CONGRESS

H. R. 17700.

An Act to establish an eight-hour day for employees of carriers engaged in interstate and foreign commerce, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That beginning January 1, 1917, eight hours shall, in contracts for labor and service, be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employees who are now or may hereafter be employed by any common carrier by railroad, except railroads independently owned and operated not exceeding one hundred miles in length, electric street railroads, and electric interurban railroads, which is subject to the provisions of the Act of February 4, 1887, entitled "An Act to regulate commerce," as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads, except railroads independently owned and operated not exceeding one hundred miles in length, electric street railroads, and electric interurban railroads, from any State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from one place in a Territory to another place in the same Territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country, to any other place in the United States: *Provided,* That the above exceptions shall not apply to railroads though less than one hundred miles in length whose principal business is leasing or furnishing terminal or transfer facilities to other railroads, or are themselves engaged in transfers of freight between railroads or between railroads and industrial plants.

SEC. 2. That the President shall appoint a commission of three, which shall observe the operation and

effects of the institution of the eight-hour standard workday as above defined and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months nor more than nine months, in the discretion of the commission, and within thirty days thereafter such commission shall report its findings to the President and Congress; that each member of the commission created under the provisions of this Act shall receive such compensation as may be fixed by the President. That the sum of \$25,000, or so much thereof as may be necessary, be, and hereby is, appropriated, out of any money in the United States Treasury not otherwise appropriated, for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employees, and rent, furniture, office fixtures and supplies, books, salaries, and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the Treasury.

SEC. 3. That pending the report of the commission herein provided for and for a period of thirty days thereafter the compensation of railway employees subject to this Act for a standard eight-hour workday shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than the pro rata rate for such standard eight-hour workday.

SEC. 4. That any person violating any provision of this Act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1,000, or imprisoned not to exceed one year, or both.

Approved, September 3, 1916.

Approved, September 5, 1916.

The bill was signed by the President on Sunday immediately after its passage by the Senate, and again on Monday to insure its legality.

With the eight-hour day law for men who render service in interstate traffic, and the great influence it will have in helping establish the eight-hour day for all labor seeking to obtain it, the laboring classes owe a debt of gratitude to President Wilson who says, "*He entered into it as spokesman in the interest of justice,*" and incidentally to the members of both the House and Senate who voted for the eight-hour bill, and this applies in particular to all members in the four Orders in train service.

The railroads will fight it in the courts, and the Manufacturers' Association and Wall Street will back them up politically and financially, and if we are to retain the eight-hour law obtained through the efforts of the President, we as members of the four organizations, and the direct beneficiaries, must recognize the political needs of the situation, *the need of having friends in both Congress and the Senate,* to guard the eight-hour law and guard

against aggressive legislation inimical to our interests, sure to be presented in the next session.

Our law prohibits the discussion of party politics in our Division rooms, and the JOURNAL has always been governed by that law, and will continue to be; but the needs of the hour induce us to plead with every member to be sure he casts his ballot for a known friend to the eight-hour law, and in sympathy with labor, *whatever his political affiliations may be*. We have eighteen members of Congress who are members of labor organizations; but we could have *one hundred and eighty* if we were as earnest in the defense of our own interests with our ballots as we are with our membership in voting in our own affairs.

We have arrived at a situation now when we must vote for *men* who will represent our interests, regardless of party affiliations. We are asking for the firm establishment of the eight-hour day as outlined in the *Adamson Law*, and recognized as just, humane, and which tends to better health, better opportunities, and better efficiency.

If we get the eight-hour proposition firmly fixed in law, we must do our political duty with as much circumspection looking to the interest of our own class as we do in conducting the business of the organization to which we belong, always remembering *that no great evils are ever effectively cured except by those who suffer from them*.

*Be sure your ballot goes to help elect a friend.*

The Congressional Record that will be sent to all Divisions and Lodges will tell "who is who."

For this once at least we ought to feel deeply the need of friends in Congress, and cast our ballots with that main object in view, and regardless of political party lines.

#### PROCEEDINGS OF CONGRESS ON EIGHT-HOUR LAW

As the members are aware, the bill (H. R. 17700) introduced by Representative Adamson, of Georgia, to establish an eight-hour day for employees of carriers engaged in interstate and foreign commerce, passed the House of Representa-

tives on September 1, 1916, and the Senate on September 2, 1916. It was signed by President Wilson on Sunday, September 3, 1916, but in order to insure its legality he again affixed his signature thereto on September 5th.

The proceedings of the House and Senate lasted several days and cover a great number of pages in the Congressional Record. In order that the members may be fully advised of the attitude of their United States Senators and Representatives respecting this important matter, the National Legislative Representatives are causing the complete proceedings of both Houses of Congress, including the message of President Wilson, to be compiled as a public document, and a copy will be mailed to each lodge and division of the four organizations, as well as to all general chairmen of the different roads and the chairmen and secretaries of state legislative boards.

As these documents to be mailed to the above named are of vital importance to all members of the brotherhoods, it is suggested that same be kept in the division and lodge rooms to be read by the members from time to time, and it is expected that when necessity arises the members will refer to those records instead of writing to the National Legislative and Information Bureau and having same again embodied in records sent out by the Bureau. These pamphlets contain very valuable information, and we trust that all members of the brotherhoods will carefully peruse the contents of same.

W. S. STONE, G. C. E., B. of L. E.

A. B. GARRETSON, Pres., O. R. C.

W. S. CARTER, Pres., B. of L. F. & E.

W. G. Lee, Pres., B. of R. T.

#### Will Not Apply the Law

President Ripley, of the Santa Fe, is reported as saying that his road will not apply the Adamson Eight-Hour law until ordered to do so by the United States Supreme Court.

President Ripley has been quite severely disturbed ever since the subject got into Congress, but he is president of a great trunk-line in the West, good roadbed, good equipment and, in our opinion, one of

the easiest to apply the principles of the law, and we believe he will think better of it when he has time to think it over.

He, like all the presidents of the railroads, is annoyed with a Railroad Commission in every state, and if the railroad presidents could get a corner on the situation they would do just what the men in train service did—demand of Congress the enactment of a law fixing one commission for them to deal with, and getting it, President Ripley would not ask for a decision from the United States Supreme Court, but would be very likely to tell the State Railroad Commissions to go to — and the men in train service would not appeal to any court because they think there ought to be something done to give the railroad managers a shorter day, and more rest. We don't want to be selfish about it, we believe it would be fair for both.

In fact, we believe the shorter day will prove beneficial to all parties in transportation service, the officers conducting it, the operatives who do the work, the capital invested, and even President Ripley.

#### Cousin of President Plays Wilson in Sermon

President Wilson was flayed from the pulpit of the Pilgrim Congregational Church, St. Louis, Sept. 11, by Rev. S. H. Woodrow, a cousin of the chief executive.

Dr. Woodrow, speaking on the Eight-Hour law, said:

"The question is raised whether Congress is any longer a deliberate body; or a servant of the chief executive, or of any mob that goes to Washington with clamor and threats."—*United Press*.

To intimate that Congress is a servant of the chief executive or of a mob, meaning the railroad employees, is a very nice ministerial compliment. Ministers are a part of human equation, they are educated to be teachers of the life of the Son of God, and the meaning of the Golden Rule. And like lawyers, doctors and mechanics, there are good, bad and indifferent abilities and characters among them, and are as likely to have their opinions biased by prejudice, which Jeffrey said, "is always sustained by violence," and, coming from a minister, we must con-

clude that what the Rev. Dr. Woodrow is quoted as saying is violent, and we cannot help feeling that the Rev. Dr. Woodrow was addressing his remarks to the best-paying parishioner rather than intending to call his cousin, President Woodrow Wilson, the leader of a mob, and members of Congress a lot of puppets.

Mason said, "Judge thyself with the judgment of sincerity, and thou wilt judge others with the judgment of charity." The Old Testament says, "As he thinketh in his heart, so is he," and we are led to think of what Pope said, "It is with narrow-souled people, as with narrow-necked bottles, the less they know the more noise they make in pouring it out." There are a lot of people who are loaded with precepts and criticisms, who have no conception of how to apply the principles of the Golden Rule themselves when it calls for any restriction of their own desires and interests.

President Wilson can well afford to treat the criticism of his reverend cousin with the silent contempt it deserves, remembering what Sir Henry Watten used to say, that "critics are like brushers of noblemen's clothes."

#### Rail Law Probe to Be Complete

The following Associated Press dispatch from Washington, dated September 13, tells a significant story of the activities of the railroad managers, Manufacturers' Association, shippers, and all classes who want cheap rates and cheap labor. The apparent purpose of the whole scheme is to defeat the application of the Eight-Hour law. What is said in the following dispatch is what might be expected from those who fought against its passage, and were on the side opposed to granting any concessions to the committee representing the men in train service:

"Representatives of the railroads today began a systematic round-up of prospective witnesses. Agents of the roads, under the direction of the legal advisers of the railroad executives' advisory committee, started to comb the country for representative bankers, shippers, commercial organization officials and railroad men. The railroad committee expects

to have a complete discussion of the railroad situation from every point of view.

"J. P. Morgan will head the bankers who will submit their views to the committee. He will be accompanied by half a dozen of Wall Street's biggest men who deal in railroad securities. The railroads expect to produce bankers from small towns throughout the country to give their views on railroad finance.

"The Chamber of Commerce of the United States, with its various component organizations, and a score of associations of shippers already have notified the congressional committee that they wish to be represented at the hearings. Members of the committee hope to be able to complete their investigations in time to make a comprehensive report to Congress next January."

The aggregation alluded to in the above cannot have any hand in the investigation of the cost of applying the eight-hour day. They become a lobby pure and simple. It is not a new opposing force, but is engineered and pushed by men who are spending other people's money whose personal interests and prejudice make them ready contributors.

#### PRESIDENT ELLIOTT FOR LONG HOURS

Howard Elliott, president of the N. Y., N. H. & H. Ry., and chairman of the board of directors of that road, a board of directors that the United States Government concluded needed a renovating to repair its morals, had a 4500-word article in the *New York Times*, Sunday, Sept. 10.

Mr. Elliott possesses genius and adaptability or he would not be occupying his present position. We do not mean any personal disrespect, he possesses a very resourceful intellect, and he is using it to foster his own interests by presenting extremes to please others of his class.

In the February issue of the *Railway Age-Gazette*, under the heading, "The Malady of the Railroads," the *Age* quotes him as saying that: "In most kinds of work it is no strain for a healthy man to work 10 hours a day, but there is now a very strong draft to an eight-hour day, and even less.

"There are about 30,000,000 men at

work; if they work 10 hours a day, that is 300,000,000 hours a day, or 93,600,000,000 hours a year. If they work eight hours a day it is 74,800,000,000, or a difference of 18,720,000,000 hours a year at eight hours a day. This means that about 7,400,000 more men must be employed to do the work that could be done by the 30,000,000, and where are they to come from?"

It will be noted that he is careful not to mention the greater efficiency of the eight-hour day, generally conceded. The Henry Ford plant reduced the hours from ten to nine, and discovered that the increased output warranted an increase of 15 per cent to the employees. Then he tried eight hours, and wages were again increased, while the cost of production decreased, which shows that the 30,000,000 men would accomplish as much or more in eight hours, being better equipped physically and mentally for work.

But President Elliott was evidently not thinking of "The Malady of the Railroads;" he was talking to Congress and the public to bias opinion against any further restrictions of immigration, a subject then before Congress, he representing a class who desire European ignorance in the direction of cheap labor, and to use against Americanized laborers who have learned what decent living is, and demand it.

#### THE BROTHERHOODS, PRESIDENT AND CONGRESS CRITICISED

In his article in the *Times*, President Elliott calls attention to the various subjects arbitrated by governments, but most of these were specific, while those of a concrete nature were all unsettled questions.

He says the presidents of the railways stood firmly for arbitration of the *far-reaching questions involved in the dispute*; that was a concrete question, and involved all the written contracts with the various companies, rates of pay, etc, while the demand was a specific proposition—a *basic day of eight hours*. The employees offered to mediate, but they refused; they evidently stood for one of two things, a reduction or leveling of wages, or an increase in freight rates.

**REFUSED TO SUBMIT—IRRELEVANT**

The officers and committees representing the employees refused to throw into the hopper of arbitration all that had been gained in the past 30 years of effort.

The deadlock induced the intervention of President Wilson, and the subject got out of the control of both parties to the controversy, and through the efforts of the President, the House of Congress and Senate gave the employees the Adamson Eight Hour law. The railway officials and the Manufacturers' Association and Wall Street do not like it, hence the fight is still on, as indicated in the Washington dispatch.

**CARRIED OUT CONVENTION RECOMMENDATIONS**

The heads of the four organizations in train service, together with the various committees, have carried out the expressed wish of the delegates in the conventions of each of the Orders. That their work is not done is self-evident, nor is the work along the line of the railways done. The members at every division point should be active in carrying out every suggestion from their leaders.

We cannot afford to sit idly by and let the opposition do all the work of moulding public opinion. The politician should hear your side, and you should have his declaration of where he stands, and then cast your vote in your own interest just as every aggregation does which succeeds.

**PEACEFUL SETTLEMENT**

President Elliott quotes paragraph A of the President's final proposal for a peaceful settlement:

(A) "The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an eight-hour basis, and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis, and the amount that would have been earned upon an eight-hour basis, overtime on each to be computed pro rata.

(B) "The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the eight-hour basis, after such period of actual experience as their judgment

approves, or the President may fix; not, however, less than three months."

We can only compare this to a packed jury; the company's payroll would furnish all the evidence, and the question of causes of the delays which caused the overtime would have no place in the result with the Interstate Commerce Commission's estimate.

President Elliott says: "Their proposition was rejected." Why should they accept such a one-sided proposition? The companies have spent thousands of dollars telling the public that the eight-hour day would cost the railways \$100,000,000. President Elliott lowers it to \$60,000,000; the employees do not believe it would be one-quarter of that if an honest effort were made to reduce the avoidable delays. The Commission appointed to investigate the eight-hour day effect should be authorized to study the movement of trains, and get at what can be done by efficient management. The railway companies have two incentives for making overtime as large as possible: first, to kill the eight-hour day; second, to make the cost as much as possible, to get a high rate of increase in freight rates from the Interstate Commerce Commission, and we would suggest that in the interest of a correct record, and to help the Commission to arrive at a correct solution, that all men in train service keep a correct record of every trip, and the causes of the delay, whether it is defective equipment, weather conditions, overload, train orders or other causes. Make a true record that can be verified, so as to be in a position to help the Commission get a correct solution of the application of the eight-hour principle in the movement of trains.

**RESTRICT THE POWER OF ORGANIZATIONS**

President Elliott says, "By rejecting the proposition of the railway presidents, and because of the attitude of the President and Congress, the brotherhoods have presented forcibly to the country two questions:

(1) "Shall organized labor without any restraint by law have the right to force its decisions upon the public regardless of the welfare of the public?"

(2) "Shall organized labor settle disputes in which it is interested by force, or use the peaceful methods of courts and arbitration in use in all disputes in this country?"

This is an effort to put all the blame on the organizations, but incidentally couples up the President and Congress.

That all the stubbornness and indifference to public welfare was on the part of the employees.

In another paragraph he says, "The action taken in Washington does not seem to breathe a spirit of justice to the railway owners and others vitally interested in the integrity of the investments and to other wage earners in the railway service, or to the public dependent upon their work." A kick against government interference, and consideration for the public, inconsistent with usual railway practice, and it is now up to us to do our part to help show that in this eight-hour move, like all the other improvements in railway practice which have been forced on them, is not only a benefit to the public, but the railways as well, and convince the public that the employees are actuated by as just motives as are railroad presidents and managers.

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### LINKS

#### **Southeastern Union Meeting to be Held Early Next Summer**

The union meeting of the Southeastern Association was to have been held September 4, but owing to the uncertain condition of railroad traffic movement at the time, it was thought best to call it off.

This came about for reasons beyond our control. No assurance could be given that the trains would not stop, and under such a condition the committee at Richmond could not keep their contracts pending with a proviso that they would all be abandoned at the last moment; this was especially true of the contract for the boat that was to have made the excursion down the James River.

It was disappointing that the meeting had to be abandoned; and at the late hour that this became unavoidable, we were unable to get the news to those living farthest away, and quite a number saw

Richmond, notwithstanding. For this we can only make apology, and promise to repay them for the disappointment if they will come when we hold the next union meeting.

It has already been decided that the meeting will be held in Richmond in the early summer of 1917. We have there thoroughly capable committees of the B. of L. E. and the G. I. A., who have worked faithfully to make the meeting a success, and we will begin now to look forward to this meeting as the chief outing for the coming year. The exact date will be announced later, and we hope to have a pleasant and profitable meeting.

T. J. HOSKINS,

Chairman Southeastern Association.

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THE following resolutions were adopted at a mass meeting of railroad train service employees in Indianapolis, Ind., Sept. 2, 1916:

WHEREAS, Employees on different railroads who are not members of any of the train service labor organizations have been discharged because they have refused to sign certain blank forms when, by so doing, they would pledge themselves to scab on members of the said train service organizations in the event of a strike being called to enforce the establishment of the eight-hour day, and time and one-half for overtime in railroad train service, and

WHEREAS, Refusal by such employees to sign petitions to the President and Congress appealing for action against the eight-hour day and time and one-half for overtime movement has also resulted in the dismissal of some of them from the service of their respective employing companies, and

WHEREAS, Such men in preferring to give up their means of livelihood rather than to thus antagonize their fellow employees in train service, displayed a noble spirit of true manhood and loyalty to fellow workers for which we should not permit them to suffer; be it

*Resolved*, That this mass meeting of members of the Brotherhood of Locomotive Engineers, Order of Railway Conductors, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of



Railroad Trainmen assembled at Indianapolis, Ind., this Saturday, the 2nd day of September, 1916, hereby earnestly urges the chief executives of our respective organizations to demand the reinstatement of every railroad employee who has been thus discharged, and be it further

*Resolved*, That the said executives be and are hereby urged to issue circulars to all Divisions and Lodges of the four train service organizations requesting that the cases of all men discharged for the reasons above specified, or for otherwise showing sympathy for the cause of the train service employees, be reported to the said executives so as to permit of specific and prompt action being taken in each and every case, and be it still further

*Resolved*, That copies of these resolutions be sent to the editors of the official publications of the train service Orders above specified for publication therein.

MATTHEW C. EGAN, of St. Paul, Minn., a former member and one of the pioneers of the Northwest, was a caller at the Grand Office. Mr. Egan was for many years an active worker in the Order, but has not been in the railway service for years. He is at present employed as engineer at the State Capitol of Minnesota. But few men have enjoyed the varied experience that has come to him. He is a most interesting and entertaining talker.

BRO. J. C. CURRIE, S. G. A. E., was also a visitor, being in Cleveland calling on the mechanical departments of the roads entering the city. Jimmie is always an entertaining visitor.

At a meeting of Div. 546, in the hall of Div. 11, Bro. Geo. Lamb was presented with several useful as well as beautiful presents as an expression of appreciation and of the esteem in which he is held by his Brother members of Div. 546, of which he is an honored member. The presents consisted of the following articles: A fine traveling bag, a beautiful cut-glass fruit dish, a cut-glass flower vase and an up-to-date steel fishing rod with reel and line.

Brother Lamb was quite agreeably surprised at the honors shown him and responded with a very appropriate speech in which he thanked the members of the Division.

During his brief speech the veteran was visibly affected, but managed to fully express his gratitude for the honors bestowed upon him by his old associates.

It is the earnest wish of every member of our Division that Brother Lamb will live long to enjoy the many blessings which God has seen fit to bestow upon him and which his fellows here believe he is justly entitled to.

*To the Officers and Members of the Brotherhoods of Railway Trainmen, Engineers and Firemen, Greetings:*

At a regular meeting of the Boilermakers' Iron Shipbuilders and Helpers of America, the following resolution was adopted:

*Whereas*, There has been considerable editorial comment on the stand you have taken for eight-hour day and the side we would take in the matter,

By a unanimous vote the members of Baldwin Lodge, 145, Boilermakers and Helpers, of Missouri Valley, Ia., are heartily in favor of the stand you have taken for an eight-hour workday, and we shall support you in every way possible. Wishing you success in your efforts,

Fraternally yours,  
MARTIN F. CONNATY,  
M. J. SCRIBANTE,  
H. E. NICHOLS, Sec'y,  
Committee.

### SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of Wm. J. Harrold, who when last heard of, about 11 years ago, was an engineer on the Great Northern at Devil's Lake, N. D. Kindly address his cousin, Willis Gilbert, 26 Cliff street, Battle Creek, Mich.

Wanted—To know the whereabouts of Brother Peter Carroll, who in 1896 ran out of St. Augustine, Fla., on the East Coast Line. Kindly address P. A. Morehouse, Hermosa Beach, Cal.

Anyone knowing the whereabouts of James T. Robertson, formerly a member of Div. 28, last heard from at Aguascalientes, Mexico, will confer a favor by corresponding with J. E. Tuten, C. E. Div. 764, Box 471, Melville, Sask., Can.

Information is wanted of Amel Gruno, who was employed in engine or train service out of St. Louis, in 1907. Please notify Mrs. Herman Gruno, Junction City, Kansas.

Anyone knowing the whereabouts of Leon E. Lemley will confer a favor by corresponding with his father, C. C. Lemley, International Falls, Minn.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Sandusky, Ohio, Sept. 2, struck by engine, Bro. Thos. Maher, member of Div. 4.

Toledo, O., Aug. 14, acute dilatation of heart, Bro. D. W. Leonard, member of Div. 4.

Hammond, Ind., Sept. 4, heart failure, Bro. Ralph Johnson, member of Div. 7.

Winona, Minn., Aug. 27, apoplexy, Bro. S. M. Clark, member of Div. 8.

Freeport, Ill., Aug. 6, cerebral hemorrhage, Bro. E. J. Moroney, member of Div. 27.

Freeport, Ill., July 21, suicide, Bro. A. E. Clermont, member of Div. 27.

Battle Creek, Mich., Aug. 29, heart trouble and dropsy, Bro. Melvin J. Jones, member of Div. 33.

Elmira, N. Y., Aug. 13, cancer, Bro. John Sutton, member of Div. 41.

Jersey City, N. J., Aug. 14, acute enteritis, Bro. Frank H. Silvers, member of Div. 53.

Factoryville, Pa., Sept. 9, gangrene, Bro. Benjamin Gardner, member of Div. 54.

Centerville, Ia., Sept. 11, paralysis, Bro. John R. Gray, member of Div. 56.

New York City, Aug. 21, heart failure, Bro. A. E. Loucks, member of Div. 58.

Rock Island, Ill., Sept. 1, heart failure, Bro. C. C. Pratt, member of Div. 60.

Danvers, Mass., Aug. 10, paresis, Bro. H. D. Lennan, member of Div. 61.

W. Springfield, Mass., Aug. 20, peritonitis, Bro. A. M. Young, member of Div. 63.

Reading, Pa., Aug. 30, chronic cystitis, Bro. Wm. F. Seidel, member of Div. 75.

Kansas City, Kan., Aug. 23, suicide, Bro. Emmet Lewis, member of Div. 81.

Zephyr Hills, Fla., Aug. 14, heart disease, Bro. F. G. Smith, member of Div. 87.

Chicago, Ill., Aug. 19, killed, Bro. O. H. Schwantes, member of Div. 96.

Helena, Ala., Aug. 11, Bright's disease, Bro. John A. Westbrook, member of Div. 156.

Birmingham, Ala., Sept. 2, inflammation of bowels, Bro. J. H. Good, member of Div. 156.

Sackville, N. B., Aug. 31, injuries received in auto accident, Bro. Ernest S. Fitzpatrick, member of Div. 162.

Moncton, N. B., Aug. 28, heart failure, Bro. Geo. A. Kantley, member of Div. 162.

Woodfield, O., Sept. 6, engine turned over, Bro. G. E. Winland, member of Div. 170.

Columbus, O., April 29, kidney trouble, Bro. J. B. Canfield, member of Div. 175.

Little Rock, Ark., May 31, heart trouble, Bro. A. J. Bailey, member of Div. 182.

Eakdale, W. Va., Aug. 13, gun shot wound, Bro. T. L. Tinscher, member of Div. 190.

Mason City, Ia., Sept. 1, cancer, Bro. W. W. Williams, member of Div. 229.

Vicksburg, Miss., Aug. 10, Bro. P. Monie, member of Div. 230.

Butte, Mont., Aug. 25, engine turned over, Bro. John P. Moore, member of Div. 232.

Jellico, Tenn., Sept. 8, surgical operation, Bro. R. B. Wade, member of Div. 239.

Knoxville, Tenn., Aug. 10, liver and gall affection, Bro. C. R. Segasser, member of Div. 239.

Uhrichsville, O., Sept. 10, paralysis, Bro. Samuel Brown, member of Div. 255.

Bryson City, N. C., Aug. 25, engine derailed and turned over, Bro. Wm. Brown, member of Div. 267.

Monrovia, Cal., Aug. 14, pernicious anemia, Bro. I. H. Brown, member of Div. 271.

Pensacola, Fla., Sept. 2, consumption, Bro. A. L. Richbourg, member of Div. 275.

Scranton, Pa., Sept. 4, apoplexy, Bro. E. Hawley, member of Div. 276.

Scranton, Pa., Sept. 1, septicemia, Bro. Jas. Keller, member of Div. 276.

Portland, Ore., Aug. 28, heart trouble, Bro. James Balentine, member of Div. 277.

Greenville, Pa., Aug. 17, skull crushed in auto accident, Bro. H. W. Sloss, member of Div. 282.

Grand Rapids, Mich., April 24, scalded, Bro. F. W. Beard, member of Div. 286.

Juanita, Pa., Aug. 13, killed, Bro. Harvey L. Rine, member of Div. 287.

Conneaut, O., Sept. 12, Bro. J. L. Brown, member of Div. 293.

Fitchburg, Mass., Aug. 27, cancer, Bro. F. F. Dudley, member of Div. 312.

Richmond, Va., Aug. 18, peritonitis, Bro. H. T. Durvin, member of Div. 321.

Wilmington, Del., Aug. 27, derailment, engine turned over, Bro. Jas. E. Tweddle, member of Div. 342.

Rutland, Vt., Aug. 31, injuries, Bro. D. C. Hurley, member of Div. 347.

Rutland, Vt., Sept. 2, killed, Bro. Jesse Young, member of Div. 347.

Pittsburg, Pa., Aug. 14, heart failure, Bro. Martin L. Miller, member of Div. 370.

Pittsburg, Pa., Aug. 15, head-on collision, Bro. John W. Eustice, member of Div. 370.

Sayre, Pa., Sept. 3, hemorrhage of brain, Bro. James Linehan, member of Div. 380.

Williston, N. D., Aug. 16, killed, Bro. William McGrath, member of Div. 392.

Dunmore, Pa., April 12, dropsy, Bro. R. W. L. Winterstein, member of Div. 403.

Yoakum, Texas, Aug. 18, peritonitis, Bro. S. Huff, member of Div. 427.

Fairbury, Neb., Aug. 30, paresis, Bro. J. D. Cuthbertson, member of Div. 431.

Faneuil, Mass., Aug. 23, anemia, Bro. A. J. Acton, member of Div. 439.

Parkersburg, W. Va., July 15, heart trouble, Bro. T. N. Leach, member of Div. 481.

Nashua, N. H., Sept. 8, chronic endocarditis, Bro. Walter G. Daniels, member of Div. 483.

Ottumwa, Ia., Aug. 10, paralysis, Bro. M. W. Brady, member of Div. 484.

Kansas City, Kan., Aug. 21, paralysis, Bro. F. K. Clark, member of Div. 491.

Great Falls, Mont., Aug. 11, engine turned over, Bro. A. W. Baker, member of Div. 504.

Van Buren, Ark., Aug. 28, heart disease, Bro. J. A. Farrell, member of Div. 524.

Ashland, Wis., May 20, diabetes, Bro. Wm. Clark, member of Div. 536.

Fort Wayne, Ind., Sept. 5, operation, Bro. E. F. Wolf, member of Div. 537.

Brooklyn, N. Y., July 20, cirrhosis of liver, Bro. M. Luther, member of Div. 545.

Willmar, Minn., June 12, abscess of throat, Bro. Geo. W. Taylor, member of Div. 549.

Houghton, Mich., Aug. 25, pulmonary tuberculosis, Bro. W. J. Whitford, member of Div. 564.

Hillyard, Wash., June 23, killed, Bro. A. J. McGinn, member of Div. 576.

El Reno, Okla., Aug. 20, pernicious anemia, Bro. I. N. Mason, member of Div. 609.

Brookfield, Mo., Aug. 15, engine turned over, Bro. A. G. McDonald, member of Div. 616.

Westernport, Md., May 16, heart failure, Bro. J. J. McKone, member of Div. 640.

Chicago, Ill., Aug. 23, acute diabetes, Bro. Chas. McCreey, member of Div. 683.

Gainesville, Ga., Aug. 9, killed, Bro. J. T. Harris, member of Div. 696.

Binghamton, N. Y., Sept. 11, hemorrhage of lungs, Bro. Wm. P. Mullen, member of Div. 709.

Dauphin, Man., July 24, shot, Bro. Chas. Shaw, member of Div. 737.

Cleveland, O., Aug. 13, fatty degeneration of heart, Bro. E. D. Davis, member of Div. 745.

Harlowton, Mont., Sept. 9, suffocation, Bro. John G. Smith, member of Div. 761.

Detroit, Mich., Aug. 21, apoplexy, Bro. N. W. Kester, member of Div. 831.

Boone, Iowa, Aug. 15, stoppage of bowels, Bro. W. H. Roberts, member of Div. 860.

Nashville, Tenn., Aug. 20, acute indigestion, Bro. W. E. Griffin, member of Div. 865.

Dubuque, Ia., Aug. 14, Mrs. Maria L. Wood, mother of Bro. Fales Wood, member of Div. 13.

Roaring Spring, Pa., Sept. 1, Rev. Abram Snyder, father of Bro. I. G. Snyder, member of Div. 780.

Hermosa Beach, Cal., Aug. 13, apoplexy, Mrs. P. A. Morehous, wife of Bro. P. A. Morehous, member of Div. 83.

Baltimore, Md., May 26, Mrs. Martha H. Phillips, wife of Bro. Chas. H. Phillips, member of Div. 52.

Oakdale, Pa., Sept. 1, Mrs. Mary Cavanaugh, mother of Bros. J. E. Cavanaugh and A. N. Hulings, of Div. 452.

Rochester, N. Y., July 28, chronic nephritis, Bro. Martin Sheedy, member of Div. 18.

Bro. Sheedy started work as a call boy for the N. Y. C. in the '60s, graduated to the engine department as foreman and engineer, and joined the B. of L. E. in its early history.

### ADMITTED BY TRANSFER CARD

#### Into Division—

- 5—A. D. Vernon, from Div. 284.
- 30—F. J. McKnight, from Div. 206.
- 45—Geo. E. Kelley, from Div. 668.
- 61—H. W. Blake, from Div. 40.
- 77—E. A. Thompson, from Div. 589.
- 89—A. N. Boyd, from Div. 562.
- 242—J. M. Teachworth, from Div. 139.
- 304—I. J. Stoddard, from Div. 831.
- 309—E. D. Butler, from Div. 838.
- W. E. Hilton, from Div. 648.
- L. D. Brown, from Div. 55.
- 368—G. L. Fallin, from Div. 823.
- 371—J. W. Christal, from Div. 134.
- 406—A. Koepenick, from Div. 96.
- 494—Geo. E. Horn, from Div. 806.
- 496—H. P. Gilmore, from Div. 275.
- 498—R. B. Compton, from Div. 443.
- 556—D. M. Wallace, from Div. 743.
- 580—Chas. Kelly, from Div. 302.
- 596—J. W. Lake, from Div. 778.
- 648—H. R. Donnelly, from Div. 443.
- 669—J. A. Tubbs, from Div. 430.
- 704—Arthur Turnbull, from Div. 283.
- J. A. Parkins, from Div. 252.
- 715—H. J. Smith, J. J. Hart, from Div. 588.
- 721—A. B. Smith, from Div. 606.
- John Barry, from Div. 476.
- A. B. Wiseman, from Div. 823.
- 724—Wm. F. Geyer, from Div. 100.
- 728—P. J. McFall, O. S. Wentzell, from Div. 837.
- 747—Wm. Terry, from Div. 70.
- Wm. Wright, from Div. 436.
- 773—John Strantz, from Div. 800.
- 785—Geo. E. Charlton, from Div. 314.
- 796—F. Hardesty, from Div. 864.
- 801—W. M. Buchanan, from Div. 397.
- 813—A. R. Knowles, M. S. Byers, J. A. Miller, L. E. Myers, A. M. Lyman, from Div. 159.
- 823—John Q. Wallace, from Div. 809.
- 836—C. R. Swift, Thos. W. Cole, from Div. 784.
- 847—H. Shepherd, from Div. 796.
- 860—C. W. Dillfill, from Div. 471.
- 852—F. W. Hudson, from Div. 723.
- 863—M. Gammill, from Div. 711.
- 866—Thos. Walpole, S. Allison, F. Ball, J. J. Egge, Chas. Gotshall, from Div. 864.
- M. K. Lewis, S. Stacy, Bert Stinson, C. L. Smith, from Div. 817.
- 867—Nelson F. Beardsley, J. Greenwood, James C. Lavery, James L. Roberts, B. Baker, from Div. 77.
- W. J. Broughton, F. M. Booth, Harry W. Boynton, Chas. L. Clark, John A. Detrick, P. J. Donovan, John J. Fitzgerald, A. G. Feith, John G. Gillies, J. H. Hazleton, F. E. Jackson, Chas. Kenyon, Jas. L. Lease, W. Meehan, B. F. O'Neil, B. L. Pelton, A. H. Toffey, from Div. 206.

### WITHDRAWALS

*From Division—*  
 34—J. W. Hoffman.  
 61—H. L. Mayo.  
 66—Bernard J. Hopp.  
 145—Chas. Buhler.  
 252—Pete Tellin.  
 574—J. H. Gormany.

*From Division—*  
 610—Ed Colton.  
 622—H. J. Pomeroy.  
 721—F. Fessler.  
 786—T. C. Stidham.  
 806—Mel Snyder.

### REINSTATEMENTS

*Into Division—*  
 23—Steve Szeuber, Claude McFenen.  
 32—Thos. S. Preston.  
 55—L. D. Brown.  
 77—Fred J. Angus, F. Dobbs.  
 90—Harvey Sabold.  
 114—W. A. Smith.  
 166—C. Z. Myers.  
 177—C. E. McCoy.  
 206—H. E. Holmes.  
 210—Chas. E. Stone.  
 243—C. N. Cox.  
 267—J. L. Colville, J. D. Howell.  
 290—Edward Hogan.  
 294—Alfred R. Smith.  
 304—Geo. DeGarmo.  
 371—A. Langston.  
 380—C. J. Collins.  
 402—A. M. Cropley.  
 409—W. P. Wright.  
 437—Ora O. Sterne.  
 448—J. J. Bailey.  
 477—W. H. Robinson.  
 548—H. J. Wagner.  
 599—W. E. Gantt.  
 600—M. B. Morgan.  
 617—J. M. Faulkner.

*Into Division—*  
 646—J. M. Haar.  
 648—J. W. Hilton, L. Lightsey.  
 659—Frank Ott.  
 678—M. E. Gilbert, Jas. McNamara.  
 704—N. L. Nissen.  
 721—P. L. Pearson.  
 730—John R. Skeese.  
 736—Sam Creecy.  
 749—J. Carter.  
 762—C. R. Short.  
 763—Chas. B. McGee.  
 767—M. A. Burt.  
 770—W. F. Vickers.  
 784—T. W. Cole.  
 786—W. B. Lawrence.  
 823—H. A. Jernigan, L. P. Daniels.  
 827—Jas. McMichael.  
 857—V. B. Johnson, J. T. Eddington, E. A. Alston, L. C. Phillips, J. O. Phillips.  
 858—A. E. Simpson, J. Crowley.

### EXPELLED

#### FOR NON-PAYMENT OF DUES

- | <i>From Division—</i>                          | <i>From Division—</i>                       |
|--|---|
| 3—C. H. Sherman.                               | 427—J. J. Shinn.                            |
| 13—Wm. C. Nichols.                             | 429—W. C. Webster.                          |
| 23—Harry Prestige.                             | 436—L. L. Thomas, P. D. Tisdale.            |
| 24—D. Ryan.                                    | 446—B. E. Lintz.                            |
| 94—W. C. Norracong.                            | 455—J. W. Lea.                              |
| 97—M. Dockerty.                                | 463—R. B. Worham.                           |
| 139—O. Willborg, A. J. Fenwick.                | 471—E. E. Slater.                           |
| 156—W. T. Stuart, J. P. Poe.                   | 525—Chas. Whaley.                           |
| 158—T. S. Delano.                              | 530—J. W. Lowe.                             |
| 161—M. P. Smith.                               | 533—Chas. France.                           |
| 182—W. J. Mathews.                             | 539—J. C. Sparks, E. L. Stover, A. O. Hill. |
| 197—R. A. Bender.                              | 562—Ed. Chapin.                             |
| 198—David W. Lindsay, John A. Patterson.       | 564—C. A. Johnson.                          |
| 203—Patrick Walsh.                             | 568—N. V. Lyte.                             |
| 206—Thos. Reall.                               | 572—A. L. K ezer.                           |
| 229—Geo. Van Note, John Christiansen.          | 599—R. B. Johnston.                         |
| 230—R. B. Tomlinson.                           | 629—S. Smith, N. Woodford, J. L. Clark.     |
| 236—G. L. Dunann, E. B. Hayden.                | 642—Chas. F. Good, Michael Buvey.           |
| 238—J. E. R. Caldwell.                         | 651—F. W. Grant.                            |
| 232—C. B. Brown.                               | 672—D. S. Patrick.                          |
| 239—M. D. Carlton.                             | 693—John Arms.                              |
| 303—T. P. Larson.                              | 708—F. Johnson.                             |
| 314—E. S. Knight, W. C. Robertson.             | 739—A. D. Tyler.                            |
| 325—Richard H. Austin.                         | 748—J. C. Jones.                            |
| 326—L. L. Fouch, E. F. Jackson.                | 749—H. C. Buss.                             |
| 372—Ed. Bellmon.                               | 770—J. E. Mixon.                            |
| 379—Ed. McManus.                               | 771—H. A. Lewis, J. L. Sutton.              |
| 380—E. J. Freeman, Jacob Loux, Thos. Gallagan. | 772—S. E. Thorp.                            |
| 387—T. J. Firestone.                           | 773—H. W. Noll.                             |
| 397—J. A. Kipp.                                | 777—Chas. Reed, C. M. Blackwell.            |
| 402—G. T. Ellison.                             | 807—Wm. Johnson.                            |
| 410—J. A. Watkins.                             | 823—J. Woods.                               |
| 411—P. P. Shelby.                              | 840—B. J. Behrens.                          |
| 426—W. H. Linyo, Victor Ladner.                | 843—W. J. Stoneburg.                        |
| 620—W. G. Bailey.                              | 845—A. Deitz.                               |
|  | 857—J. E. Statham.                          |

## FOR OTHER CAUSES

## From Division—

- 1—Patrick Burns, forfeiting insurance.  
 34—J. F. Willoughby, forfeiting insurance.  
 58—B. J. Denning, forfeiting insurance.  
 60—Clayton W. Reed, forfeiting insurance.  
 65—A. B. Davis, non-payment of dues and assessments.  
 67—C. W. Cavanaugh, W. H. Blanchard, forfeiting insurance.  
 97—Jas. R. Cole, forfeiting insurance.  
 123—Thos. P. Collins, forfeiting insurance.  
 152—Neil Chauncey, forfeiting insurance.  
 161—A. Konold, violation Sec. 85, Standing Rules.  
 164—Andrew Corbin, non-payment of insurance.  
 187—W. G. Briggs, forfeiting insurance and not corresponding with Division.  
 205—John Blake, forfeiting insurance.  
 207—E. O. Steele, non-payment of dues and assessments.  
 215—J. E. Betterton, forfeiting insurance.  
 255—O. B. Hays, forfeiting insurance.  
 256—F. B. Moreno, non-payment of dues and assessments.  
 277—Chas. S. Lyons, forfeiting insurance.  
 290—W. C. Latham, forfeiting insurance.  
 312—A. A. Tilden, forfeiting insurance.

## From Division—

- 314—Geo. C. Messemmer, non-payment of dues and assessments.  
 323—G. N. Byrnm, forfeiting insurance.  
 341—Geo. W. Boyer, forfeiting insurance.  
 353—Z. T. Green, forfeiting insurance.  
 368—H. H. Haire, J. W. Cook, non-payment of dues and assessments.  
 400—E. W. McKinney, forfeiting insurance.  
 463—H. H. Seary, violation Sec. 87.  
 491—J. H. Wittey, forfeiting insurance.  
 545—W. E. Mott, forfeiting insurance.  
 559—Wm. H. Kurfman, forfeiting insurance.  
 592—A. O'Connor, forfeiting insurance.  
 648—J. H. Newsome, violating obligation and non-payment of dues and assessments and forfeiting insurance.  
 668—J. A. Spotta, forfeiting insurance.  
 683—H. D. Chappell, non-payment of dues and assessments.  
 708—A. J. Dobson, forfeiting insurance.  
 706—J. H. Weidman, J. W. Newman, non-payment of dues and assessments.  
 764—B. G. Middleton, non-payment of assessments.  
 772—S. S. McCormick, non-payment of dues and assessments.  
 790—Clarence E. Hill, forfeiting insurance.  
 883—G. W. Colby, non-payment of dues and assessments.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

## The B. of L. E. Journal.

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## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

### Official Notice of Assessments 454-458

#### SERIES O

OFFICE OF ASSOCIATION, ROOM 1126 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Oct. 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
380	M. W. Brady.....	60	484	June 8, 1885	Aug. 10, 1916	Paralysis.....	\$3000	Bridget Brady, w.
381	Peter Duffy.....	66	303	June 1, 1882	Aug. 12, 1916	Septicemia.....	3000	Ellice Duffy, w.
382	T. L. Tinch.....	38	190	Sept. 23, 1912	Aug. 18, 1916	Gunshot wound.....	4500	Effie Green, a.
383	R. L. Green.....	47	182	Sept. 27, 1907	July 3, 1916	Killed.....	1500	Maud Green, w.
384	W. W. Hurlburt.....	44	491	Jan. 5, 1905	Aug. 11, 1916	Killed.....	3000	Bernice Hurlburt, w.
385	M. L. Miller.....	64	370	Sept. 30, 1896	Aug. 14, 1916	Apoplexy.....	1500	Jennie A. Miller, w.
386	J. W. Eustice.....	41	370	June 27, 1910	Aug. 15, 1916	Killed.....	3000	Maze J. Eustice, w.
387	Theo. Welcome.....	79	39	Jan. 6, 1882	July 26, 1916	Diabetes.....	3000	Sophia M. Welcome, w.
388	J. B. Murphy.....	64	39	Dec. 19, 1895	July 31, 1916	Fatty deg'rat'n of h't	3000	Emma Murphy, w.
389	P. Monie.....	47	230	May 30, 1908	Aug. 10, 1916	Diabetes.....	4500	Nora Monie, w.
390	N. C. Billington.....	39	458	Nov. 25, 1907	Aug. 12, 1916	Killed.....	1500	Maude Billington, w.
391	O. H. Schwantes.....	34	96	Oct. 16, 1910	Aug. 19, 1916	Killed.....	1500	Lily Schwantes, w.
392	A. M. Young.....	47	63	Oct. 20, 1901	Aug. 20, 1916	Cancer.....	1500	Lizzie L. Young, w.
393	H. W. Sloss.....	41	282	Dec. 2, 1903	Aug. 17, 1916	Killed.....	3000	Flora Sloss, w.
394	R. Segasser.....	54	239	Feb. 27, 1897	Aug. 10, 1916	Fatty deg'rat'on liver	3000	Maud Segasser, w.
395	Harry S. Ache.....	40	845	Mar. 15, 1914	Aug. 24, 1916	Killed.....	1500	Bertha Ache, w.
396	W. E. Griffin.....	35	865	Apr. 16, 1910	Aug. 20, 1916	Heart failure.....	1500	Elizabeth Griffin, w.
397	Lucius Huff.....	42	427	Oct. 14, 1913	Aug. 18, 1916	Peritonitis.....	1500	Corilla Huff, w.
398	F. T. Dudley.....	66	312	Aug. 6, 1889	Aug. 27, 1916	Cancer.....	1500	Lizzie Dudley.
399	J. T. Harris.....	43	696	Mar. 23, 1902	Aug. 9, 1916	Killed.....	3000	Nora Harris, w.
400	F. G. Smith.....	71	87	Apr. 15, 1894	Aug. 15, 1916	Heart disease.....	1500	Jennie Smith, w.
401	N. W. Kester.....	71	831	Sept. 21, 1888	Aug. 21, 1916	Apoplexy.....	1500	Son & granddaughter
402	W. J. Whitford.....	57	664	July 25, 1901	Aug. 25, 1916	Tuberculosis.....	3000	Emma Whitford, w.
403	Emmett Lewis.....	51	81	Apr. 25, 1909	Aug. 30, 1916	Suicide.....	1500	Ella Lewis, w.
404	N. W. Fellers.....	36	531	July 15, 1912	Aug. 22, 1916	Blind right eye.....	\$3000	Self.
405	W. M. Gardner.....	62	427	Sept. 5, 1892	June 2, 1916	Blind right eye.....	3000	Self.
406	A. G. McDonald.....	47	616	Apr. 4, 1905	Aug. 15, 1916	Killed.....	1500	Clara McDonald, w.
407	J. E. Tweddle.....	36	342	Dec. 28, 1913	Aug. 27, 1916	Killed.....	1500	Emma S. Tweddle, w.
408	H. L. Rine.....	38	287	May 29, 1916	Aug. 13, 1916	Killed.....	1500	Crissa M. Rine, w.
409	T. W. Waterhouse.....	63	786	July 27, 1901	May 22, 1916	Blind left eye.....	1500	Self.
410	O. U. Wagner.....	35	597	Mar. 15, 1909	July 27, 1916	Tuberculosis.....	1500	M. E. Wagner, w.
411	A. J. Acton.....	43	439	Aug. 8, 1915	Aug. 24, 1916	Bright's disease.....	1500	Agnes Acton, w.
412	J. A. Farrell.....	49	524	Sept. 14, 1903	Aug. 28, 1916	Heart failure.....	1500	Lizzie Farrell, w.
413	E. W. Hawley.....	67	276	Aug. 22, 1888	Sept. 4, 1916	Apoplexy.....	3000	Bridget T. Hawley, w.
414	G. A. Kantley.....	66	162	Sept. 12, 1889	Aug. 28, 1916	Chronic myocarditis.....	3000	Mary J. Kantley, w.
415	Jesse Young.....	37	347	Mar. 4, 1907	Sept. 2, 1916	Killed.....	1500	Margret Young, w.
416	H. T. Durvin.....	32	321	Jan. 28, 1907	Aug. 18, 1916	Appendicitis.....	1500	Nora Durvin, m.
417	J. H. Goad.....	30	156	Dec. 22, 1912	Sept. 2, 1916	Ulcer of stomach.....	3000	Willie A. Goad, w.
418	J. P. Moore.....	51	232	Aug. 29, 1903	Aug. 25, 1916	Killed.....	1500	Bridget Moore, w.
419	B. F. Sidler.....	58	652	May 12, 1901	Sept. 3, 1916	Bright's disease.....	3000	Elizabeth A. Sidler, w.
420	S. M. Clark.....	55	9	July 9, 1906	Aug. 27, 1916	Apoplexy.....	1500	Florence Clark, w.
421	Jas. Linehan.....	31	380	Mar. 29, 1908	Sept. 3, 1916	Cerebral hemorrhage.....	1500	Anna B. Linehan, w.
422	M. J. Jones.....	68	33	May 24, 1890	Aug. 29, 1916	Dropsy.....	4500	Carrie Jones, w.
423	C. E. Moore.....	35	816	May 3, 1908	Sept. 5, 1916	Killed.....	1500	Elsie C. Moore, w.
424	Ralph Johnson.....	45	7	June 13, 1903	Sept. 4, 1916	Angina pectoris.....	1500	Minnie Johnson, w.
425	J. R. Gray.....	63	56	Mar. 2, 1896	Sept. 11, 1916	Paralysis.....	3000	Sarah J. R. Gray, w.
426	W. W. Williams.....	57	229	Aug. 2, 1890	Sept. 1, 1916	Cancer.....	3000	Wife and daughters.
427	A. L. Richbourg.....	35	275	May 15, 1904	Sept. 2, 1916	Tuberculosis.....	1500	Alice Richbourg, w.
428	J. G. Grimes.....	49	488	Nov. 29, 1911	May 16, 1916	Left leg amputated.....	1500	Self.
429	H. F. McLean.....	61	300	Jan. 30, 1890	Aug. 27, 1916	Hodgkin's disease.....	1500	Nancy E. McLean, w.
430	F. W. Scott.....	36	817	Apr. 13, 1913	June 5, 1916	Killed in war.....	1500	Gordon Scott, s.
431	Alex. MacVicar.....	37	793	Dec. 21, 1907	July 1, 1916	Killed in war.....	1500	Susan MacVicar, m.
432	A. W. Baker.....	39	504	Mar. 20, 1910	Aug. 11, 1916	Killed.....	3000	Alice Baker, w.
433	I. H. Brown.....	64	271	Jan. 5, 1883	Aug. 14, 1916	Pernicious anaemia.....	3000	Lida Brown.
434	I. N. Mason.....	42	609	Mar. 7, 1902	Aug. 20, 1916	Pneumonia.....	3000	Wife and son.
435	Emery Crosby.....	45	706	Aug. 5, 1907	Aug. 22, 1916	Left foot amputated.....	3000	Self.
436	J. P. Sullivan.....	70	507	Apr. 6, 1894	Aug. 24, 1916	Nephritis.....	1500	Children.
437	W. M. Brown.....	45	267	Oct. 5, 1902	Aug. 25, 1916	Killed.....	750	J. F. Brown, b.
438	J. D. Cuthbertson.....	49	431	June 27, 1907	Aug. 29, 1916	Paresis.....	3000	Evel'n Cuthbertson, w.
439	J. C. Manchester.....	41	298	Aug. 9, 1907	Aug. 31, 1916	Nephritis.....	4500	Estell Manchester, w.
440	C. C. Pratt.....	69	60	May 21, 1896	Sept. 1, 1916	Heart disease.....	3000	Mrs. C. C. Pratt, w.
441	C. E. Stephenson.....	50	331	Feb. 11, 1898	Sept. 1, 1916	Abscess of kidney.....	1500	Wife and children.
442	Jas. Kelleher.....	40	276	Nov. 16, 1914	Sept. 1, 1916	Septicemia.....	1500	Johanna Kelleher, w.
443	G. W. Zenar.....	48	525	Apr. 20, 1901	Sept. 2, 1916	Killed.....	3000	Iida L. Zenar, w.
444	J. G. Paul.....	76	752	Apr. 10, 1869	Sept. 4, 1916	Nephritis.....	3000	Mary A. Paul, w.
445	G. E. Avery.....	40	441	Apr. 18, 1912	Sept. 7, 1916	Septicemia.....	3000	Viola Avery, w.
446	M. T. Jackson.....	68	245	Dec. 22, 1887	Sept. 7, 1916	Carcinoma of rectum.....	3000	Ed Langenbach, b.
447	R. B. Wade.....	39	239	Jan. 4, 1905	Sept. 8, 1916	Inflam'n gall blad'r	1500	Brothers and sisters.
448	W. G. Daniels.....	34	483	Feb. 17, 1907	Sept. 8, 1916	Endocarditis.....	1500	Mary A. Daniels, m.
449	F. M. H. Madary.....	40	97	June 30, 1912	Sept. 8, 1916	Suicide.....	1500	Nettie R. Madary, w.
450	H. L. Koch.....	69	263	Dec. 20, 1892	Sept. 8, 1916	Cerebral hemorrhage.....	1500	Armintha Koch, w.
451	C. H. Gipson.....	41	500	Feb. 17, 1903	Sept. 9, 1916	Suicide.....	4500	Lula J. Gipson, w.
452	H. L. Hetler.....	50	9	Sept. 6, 1903	Sept. 9, 1916	Abscess.....	1500	Adda D. Hetler, w.
453	John G. Smith.....	42	761	Dec. 7, 1903	Sept. 9, 1916	Suffocation.....	3000	Iida Smith, w.
454	Samuel Brown.....	69	255	Nov. 22, 1892	Sept. 10, 1916	Diabetes.....	3000	Mary E. Brown, w.
455	Thos. Garland.....	51	580	Jan. 24, 1897	Sept. 11, 1916	Dilatation of heart.....	2250	Mary Garland, w.
456	W. P. Mullen.....	72	709	July 28, 1893	Sept. 11, 1916	Pulmonary hemor'ge	3000	Children.
457	L. W. Barrett.....	58	214	Dec. 22, 1888	Sept. 12, 1916	Diabetes.....	1500	Lora Barrett, w.
458	Wm. Pitt.....	69	133	Feb. 21, 1883	Sept. 14, 1916	Peritonitis.....	3000	Dorothy Pitt, w.

Total number of death claims  
Total number of disability claims

74  
8 } 79

Total amount of claims. \$181,500.00



## Financial Statement

CLEVELAND, O., Sept. 1, 1916.

## MORTUARY FUND FOR AUGUST

Balance on hand August 1, 1916.....	\$251,086 69
Received by assessments Nos. 233-236 and back assessments.....	\$157,869 96
Received from members carried by the Association.....	2,030 85
Interest for August.....	738 48
	<u>\$160,639 29</u>
Total.....	\$411,725 98
Paid in claims.....	<u>195,891 00</u>
Balance on hand August 31.....	\$215,834 98

## SPECIAL MORTUARY FUND FOR AUGUST

Balance on hand August 1.....	\$616,267 31
Received in August.....	\$18,154 25
Interest for August.....	87 08
	<u>\$18,191 28</u>
Total.....	\$634,458 59
Paid for depository bonds.....	<u>1,350 00</u>
Balance on hand August 31.....	\$633,108 59

## EXPENSE FUND FOR AUGUST

Balance on hand August 1.....	\$82,431 24
Received from fees.....	\$ 212 10
Received from 2 per cent.....	3,630 84
Refund on depository bonds.....	216 09
	<u>\$ 4,069 03</u>
Total.....	\$ 86,490 27
Expenses for August.....	<u>3,968 70</u>
Balance on hand August 31.....	\$82,521 57

## Statement of Membership

FOR AUGUST, 1916

Classified represents.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership July 31, 1916.....	1,532	42,989	122	19,825	7	4,525
Applications and reinstatements received during month.....	..	155	..	52	..	14
Totals.....	1,532	43,094	122	19,877	7	4,539
From which deduct policies terminated by death, accident, or otherwise.....	5	117	..	52	1	11
Total membership August 31, 1916.....	1,527	42,977	122	19,825	6	4,528
Grand total.....						68,965

## WEEKLY INDEMNITY CLAIMS PAID SEPTEMBER 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*636	200	Bert Wheldon, Adv.....	\$150 00	652	27	C. O. Shunk.....	\$8 57
*637	568	J. M. Cox, Adv.....	100 00	653	434	Thos. F. Milan.....	150 00
638	738	B. N. Gordon.....	20 00	654	331	John F. Seeley.....	37 14
639	734	Tom Hinchcliff.....	97 14	655	666	E. S. Manley.....	34 29
*640	853	D. D. Trout, Adv.....	65 00	656	66	Joseph O'Neill.....	132 86
641	547	J. T. Niergarth.....	45 71	657	206	Edward Allan.....	20 00
642	364	Albert L. Fink.....	8 57	658	232	John C. Wolverton.....	11 43
643	23	B. L. Rials.....	40 00	659	86	George M. Nelson.....	85 71
644	386	G. M. Schwend.....	137 16	660	3	M. H. Dougherty.....	17 14
645	155	T. W. Owen.....	31 43	661	302	A. Booth.....	42 86
646	850	Isurn Mason.....	54 29	662	232	E. J. Jones.....	125 71
647	471	G. B. Breitenbucher.....	17 14	663	409	Herman A. Reynolds.....	97 14
648	241	C. F. Waaburn.....	141 43	664	724	E. E. Ebelmesser.....	11 43
649	606	M. Meinhold.....	40 00	665	177	C. H. Baldwin.....	20 00
650	831	C. M. Newell.....	15 00	666	724	Aloye Ritze.....	23 57
651	511	George Raines.....	20 00	667	428	F. B. Platt.....	22 86

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
698	154	J. W. Logan.....	\$14 29	729	686	Henry Hyman.....	\$28 57
699	187	A. C. McCulloch.....	28 57	730	237	L. A. Spafford.....	40 00
670	294	Charles A. Shoop.....	17 14	731	66	Harry Kriofaka.....	19 29
671	578	C. E. Paxton.....	68 58	732	363	J. T. Hughes.....	34 29
672	363	J. W. Wilson.....	55 71	733	83	Wm. Price.....	111 43
673	219	Frank Little.....	49 57	734	282	M. A. Malone.....	242 86
674	849	O. G. Duke.....	60 00	735	448	W. C. Mays.....	194 29
675	599	P. Mitchell.....	20 00	736	23	J. C. Cox.....	37 14
676	190	R. L. Killgore.....	62 86	737	307	P. L. McBreary.....	14 29
677	156	Nathan A. Norvell.....	34 29	738	578	Jas. W. Cullum.....	28 57
678	600	E. C. Brown.....	38 57	739	368	A. A. Walker.....	32 14
679	710	James G. Gregory.....	54 29	740	674	R. Hunter.....	71 43
680	733	H. K. Hulse.....	34 29	741	219	T. E. Watta.....	8 57
681	609	P. J. Kennen.....	40 00	742	86	Clarence Shootman.....	94 29
682	606	Chas. A. Bracy.....	19 29	743	190	W. W. Drake.....	42 86
683	375	E. W. Craddock.....	42 86	744	190	Max Owens.....	80 00
684	484	S. E. Spence.....	49 29	745	1	W. W. Congdon.....	201 43
685	199	C. H. Cole.....	30 00	746	187	J. M. Turner.....	62 86
686	703	W. N. Thatcher.....	20 00	747	11	Warner Kinkead.....	22 86
687	294	Roy E. Lewin.....	208 57	748	473	Robt. J. Crutchfield.....	20 00
688	408	R. C. Meadowa.....	38 57	749	327	Wm. Pfaff.....	77 14
689	448	L. Stone.....	22 86	750	547	Thos. F. Edwards.....	48 57
690	301	R. L. Evans.....	55 74	751	368	William E. Jones.....	30 00
691	462	George W. Kidwell.....	20 00	752	815	Theo. Scott.....	50 00
692	190	W. A. Dulaney.....	80 00	753	507	F. E. Zentner.....	102 86
693	242	Warren J. Stark.....	42 86	754	740	Rudolph Trebbe.....	19 29
694	241	W. T. Duganne.....	62 86	755	443	P. F. Schnabel.....	17 14
695	703	G. F. Stilwell.....	77 16	756	199	C. F. Bode.....	20 00
696	542	F. A. Osberger.....	14 29	757	27	Melvin W. Hill.....	60 00
697	8	A. R. Henry.....	31 43	758	210	J. F. Heyser.....	34 29
698	183	Frank Smith.....	22 86	759	736	J. W. Smith.....	34 29
699	431	James McQuaid.....	135 00	760	66	Burt A. White.....	30 00
*700	339	George W. Steele, Adv.....	390 00	761	177	William W. Owen.....	228 57
*701	536	E. B. McPherson.....	100 00	762	496	J. C. Comer.....	188 58
*702	19	S. B. Bean, Adv.....	250 00	763	190	Shelley P. Luak.....	81 43
*703	542	William Toomey, Adv.....	60 00	764	83	George F. Robson.....	960 00
*704	569	A. R. Billingsley, Adv.....	60 00	765	540	W. A. Tegetmeier.....	22 86
705	134	J. B. Tooker.....	237 14	766	125	Roger G. Henshey.....	28 57
706	177	W. R. Coats.....	31 43	767	527	J. P. Ryder.....	60 00
707	743	F. L. Harris.....	17 14	768	546	L. C. Tyler.....	17 14
708	462	Albert C. Farrow.....	17 14	769	471	C. B. Lewis.....	12 86
709	165	Perry E. Knoderer.....	28 57	770	155	John Rodems.....	31 43
710	372	Ellery Stone.....	28 57	771	251	John Finley.....	22 86
711	192	H. M. Young.....	31 43	772	559	M. J. Dixon.....	37 14
712	86	R. M. Enochs.....	10 71	773	517	Josiah E. Lydick.....	8 57
713	423	H. S. Stewart.....	30 00	774	585	J. W. Bolen.....	22 86
714	548	Frank DeLabar.....	5 71	775	609	Wm. P. Murphy.....	62 86
715	207	J. R. Butler.....	20 00	776	294	J. S. Price.....	45 71
716	391	H. G. Woodworth.....	28 57	*357	353	C. Y. Fuller, Adv.....	200 00
717	391	Arnold D. Bowman.....	10 71	*949	66	Chas. A. Robinson, Adv.....	55 00
718	733	Burke Bruner.....	14 29	*436	569	J. C. Hartzler, Adv.....	75 00
719	460	Arthur B. Rose.....	135 00	*142	179	H. T. Roessler, Adv.....	240 00
720	489	G. G. Dawkins.....	34 29	*578	220	Bert Sage, Adv.....	95 00
721	383	A. B. Higginson.....	100 00	*492	301	T. F. Dixon, Adv.....	65 00
722	430	Theodore K. Holmes.....	31 43	265	248	H. S. Finch, Bal.....	52 86
723	39	E. R. Day.....	10 00	267	399	Jesse E. Emery, Bal.....	320 00
724	738	O. P. Rencher.....	20 00	321	206	A. H. Parsons, Bal.....	244 29
725	701	E. A. Lamb.....	54 29	577	8	A. Driecoll, Bal.....	88 57
726	568	C. W. Allison.....	8 57	636	200	Bert Wheldon, Bal.....	61 43
727	574	Ward Calvert.....	20 00	457	19	R. M. Robinson, Bal.....	140 00
728	190	W. W. Stevens.....	68 57				

\$10,602 28 10,602 28

Total number of Weekly Indemnity Claims, 140. \*Number of Advance Payments on Claims, 13.

## INDEMNITY, DEATH AND DISABILITY CLAIMS PAID SEPTEMBER 1, 1916.

Claim	Div.	Name	Amt. Paid
176	95	W. E. Zimmerman.....	\$1,935 71
177	606	S. H. Keim.....	1,050 00
178	282	H. W. Sloss.....	2,100 00
			\$5,115 71
			\$5,115 71

\$5,115 71

\$10,717 29

Total number of Indemnity Death and Disability Claims, 3.

Weekly Indemnity Claims paid from December 1, 1906, to August 1, 1916 \$306,976 28

Indemnity Death and Disability Claims paid from April 1, 1907, to Aug. 1, 1916..... 304,732 14

\$1,113,708 42

\$1,113,708 42

\$1,123,436 41

W. E. FUTCH, President.

C. E. RICHARDS, Gen'l Sec'y &amp; Treas.

# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 50

NOVEMBER, 1916

No. 11



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Number 11

## Shack

BY FRANK H. SWEET

Copyright, 1906, by Frank H. Sweet.

Two black, eager faces bent suddenly forward as the dice—bones, they called them—rattled upon the low roof of Wung Sin's laundry. As the tiny cubes tumbled over and over, deciding the ownership of the two coins which lay between the youthful gamblers, the "shooter" cried fervently:

"Come seben! Dis fo' a paih o' shoes!"

To which the other, to counteract the spell of the conjure invoked, responded with equal fervor:

"Call him off, seben! Dat my break-fas'," at the same time reaching hopefully toward the coins.

But the shooter forestalled him—for the dice had now stopped—and declared the money his.

He picked up the coins and ostentatiously tossed one back upon the roof, calling:

"Fade me, Cuffy!"

Cuffy faded him by searching long and laboriously through his clothing for another coin, which he at length found and placed beside the one on the roof. Then the shooter picked up the dice and juggled them in the hollow of his hands, blowing upon his fingers for luck. When they rattled back to the roof the two faces again bent lower, one fearfully, the other exultantly and jeering.

"Yo's, Shack." And the one called Cuffy rose to his feet with ashy face.

"I's 'bleege to stop now, nigger. I'ee done out."

Shack looked at him curiously, standing on the defensive. Indeed, there was usually good reason for Shack's customary defensive attitude at the end of a game of craps. He had been accused of ringing in "peeties"—loaded dice—of overawing a weak opponent by a blustering demeanor, of doing many things that were considered disreputable among roustabouts. But, however lawless he might be or mean, he never showed any signs of it outwardly. His eyes had a keen, straightforward way of searching other eyes, his shoulders remained square, his head was carried high.

As he stood there on the defensive, waiting for Cuffy to pitch into him as other worsted crap shooters had done, he first wondered, then grew derisive at the larger boy's peaceable, almost pitiable attitude.

"Skeered?" he mocked.

"No, I ain't skeered," answered Cuffy quickly, "but what for I fight yo'? Dar ain' nobody to blame but me. I—I done stole dat money, an' I promise mammy I nebber shoot craps in all de worl'. I ain'—no—good any mo'," his lips beginning to quiver.

Shack grinned.

"Yo' ain' de firs' pusson dat stole," he jeered. "I reckon yo' better go off in de dark an' hide. Den de p'lice ain' catch yo'. Now lemme see you cry."

Cuffy paid no attention to him.

"An' my mammy trusted me," he went

on dolefully, "an' was a-savin up for me to go to Tuskegee an' learn a heap o' t'ings, an' den I was a-goin' to make money an' buy her a house wid a piazzer like w'ite fo'ks an' a mule an' cow an' some chickens, an' now—oh, mammy!"

"Dat's right," cried Shack encouragingly. "I see dem tears a-comin' Cuffy. Let 'em drap, nigger; let 'em drap!"

A momentary flash dried the incipient tears, and Cuffy's muscles grew tense. Then again the shoulders drooped.

"I ain't min', Shack," he said, without resentment. "I could whup you like I has done, but I 'low yo' better whup me. I'll stan' still an' let yo' poun' till yo' arm's tired. Yo' un'erstan'. My mammy's a-scrapin' an' savin' for school, an' I'm a-scrapin' an' savin' too. We ain' spen' one cent without need. An' now I done los' a whole dollar shootin' craps—all I earn dis week—an' I promise mammy I nebber shoot craps in de worl'. I wish yo'd whup me good, Shack."

But Shack was not fighting on that line. He threw his arms akimbo and regarded Cuffy with critical amusement.

"So yo's a mammy boy," he sneered, "an' a schoolin' boy! Wha's yo' sense, Cuffy? A mammy's good 'nough fo' babies, but we's too big. I nebber had no mammy, an' I'm tough. Yo' better wid-out one. Dey spiles big boys."

"Yo' ain't know my mammy," was Cuffy's answer, "an' yo' ain't keer for schoolin'. 'Cep'n' for dat yo'd be t'inkin' like me." Then a sudden inspiration seized him, and he added, "Wha yo' stay tonight, Shack?"

"Don' know," indifferently, "roun' some'er's. Mebbe in ole Brown's lumber yard if de watchman don' ketch me."

"Den s'pose yo' come on home 'long o' me an' see my mammy," invited Cuffy eagerly. "She make yo' t'ink like me, shore. We have watermilyun an' sweet taters an' bacon, an' in de mawnin' mammy likely gib us fried chicken. Yo' can sleep 'long o' me in my baid. Wha you say?"

Shack did not say anything for fully two minutes. The question was a weighty one. At first his impulse was a flat refusal, but the thought of meet-

ing Cuffy's mammy and being able to ridicule that obstinate boy in the intrenchments of his own home was a pleasant one. And then the "watermilyun an' sweet taters" and the possibility of fried chicken! They decided him.

"It's yo' cake," he grinned.

The two boys walked cautiously to the edge of Wung Sing's laundry roof and peered down. Crap shooting was a serious offense, and Shack was careful to keep this retreat on the laundry roof from the knowledge of the police.

"See anyt'ing, Cuffy?" he whispered as they glanced sharply from side to side.

"Only dat fruit seller on de corner. He ain' min'."

Grasping the edge of the roof with their hands, they swung over and dropped lightly to the ground. Then they scurried round the corner into Bay street and were lost in the crowd.

Cuffy's mother lived in a small tenement in the colored district. She was ironing when the boys arrived.

"Dat yo' Cuffy?" she called as they darkened the low doorway. "Come right in, honey. An' who's yo' frien'?"

"Him Shack, mammy," answered Cuffy rather proudly. "You done heah me tole 'bout him."

"Co'se I has, honey, co'se I has," the woman exclaimed, leaving her ironing and coming forward cordially. "Glad to see yu', Shack. Come right in, boy. I done heah 'bout yo' heaps o' times. Sit down in dat rockin' cheer. Dar, dat's right. So yo's Shack. Law, law! My boy's done tole 'bout yo' no end. Say yo's able to do anyt'ing yo' set out for; dat yo's de mos' promisin' black boy in de whole city." She returned to her ironing and worked vigorously for several minutes, then: "Does yo' know, honey, dat's a mighty fine sayso? De mos' promisin' boy! Dat means dar's gran' wuk befo' yo'—gran' wuk, honey. We black fo'ks need jes sech boys to grow up an' lead us. I's glad you an' Cuffy am frien's. He's a good boy, but easy led. He needs strong, true frien's to show de way. Wha's dat, Cuffy? Shack goin' stay all night? Shore 'nough? Law, law! Dat's good! Now yo' boys jes' placate 'mong yo'se'fs while I get dis ironin' off; den we's hab supper an' mo'

talk. Cuffy, yo' put dat milyun in a pail o' col' water."

Shack had listened without any attempt to answer, but his eyes and ears were keenly alert. This was an experience which was entirely new and which it would take him time to adjust. He had peered into rooms before now and had generally been driven away with a broom or poker, but he did not remember any of them that had been quite so clean and cozy as this scantily furnished room, and certainly none of the women had been like this one who was actually treating him as though his presence was desirable. But of course he was right in his declaration that a mammy was a detriment to a big boy. This was only an unusual side he was seeing; presently would appear some weakness with which he could overwhelm Cuffy.

But what appeared presently brought him half to his feet in sudden wonder, derision, contempt. There was Cuffy actually telling his mammy about the crap shooting and the money he had lost, and more wonderful yet, instead of scolding and punishing him as ordinary women would have done, this mammy was patting her boy's cheeks and talking in a low, earnest voice, and, yes, they were both crying.

Shack drew a hard, deep breath and waited in momentary expectation of hearing his own name. But, no, Cuffy only spoke of himself and then went back to his chair by the window, where he sat very sober and thoughtful. And his mammy began to put away her ironing and prepare for supper.

After supper Shack returned to the rocking chair, feeling very comfortable and contented. And the puzzling mammy, after she had cleared the table and washed the dishes, came and sat down between him and Cuffy.

"Co'se yo' goin' to Tuskegee when yo' get able, honey," she began, and then, accepting this for a fact and unobservant of the indignant scorn on his face, she went on in an almost reverent voice: "Hit's a gran' t'ing, dis school; a gran', noble t'ing. W'at we black fo'ks lak is knowin' t'ings, an' dis school will gib us dat, heapin' up an' runnin' ober. Yo'

boys dat projec' for schoolin' can be mos' anyt'ing yo' aim for—preachers, doctors, lawyers, railroaders—jes' lak w'ite fo'ks. Hit's a gran' t'ing to be a strong boy like yo', wid all dese t'ings on ahead." Her hand sought Shack's shoulder and rested there caressingly. "Some day, honey," she continued gently, "yo'll likely be ridin' in yo' own kerridge an' he'pin' all de black fo'ks roun' you'. I hope yo'll sort o' look out for Cuffy. He's a good boy, but jes' a little weak sometimes. When yo'se bofe at Tuskegee don't let him shoot craps an' t'ings like dat. He'll heah to yo'. Promis' you'll keef for him, honey."

Again Shack's breath came hard, but her hand was upon his shoulder, her eyes looking into his. He tried to scoff and jeer, but the words stuck in his throat, and only a husky "Yes'm, I will," came to his lips. Then he rose suddenly to his feet, only to sink back into the chair, hot and trembling, for this strange mammy had kissed him.

"I knowed yo' would, honey," she said softly, "but I wanted to heah yo' promise. A boy lak yo' nebber forgets his promise."

Shack made a desperate effort to break from the spell that was closing in upon him. Missionaries he did not mind, but this mammy was approaching him in an unrecognized way. If he wished to humiliate Cuffy he must keep better control of himself. But he only said:

"School like dat cos' a heap."

"No, honey; hit's made for pore fo'ks like we all. Me an' Cuffy 'low on gettin' a hun'ered dollars, den I'll be sen'in' what I can to him. I reckon' yo' could sabe dat much quicker'n we hab. Cuffy says yo' make heaps o' money."

For want of a better answer Shack nodded. He thought of the \$7 or \$8 he often made in a single week by shooting craps. But her next words chilled him:

"I's glad yo' ain't shoot craps, honey."

"How yo' know?" he demanded sharply.

"By yo' eyes, an' de way yo' walks," she answered, smiling. "Fo'ks ain't shoot craps an' do mean t'ings when dey walk an' look like yo'. I know. Dat's why I make yo' promise to keef for Cuffy. Law, law! Shakin, yo' head,



ain' fool me. Crap shootin's a mean, low t'ing, an' I's mighty glad yo' ain do hit."

Shack's eyes fell gradually to the floor. In imagination he could see Cuffy over by the window regarding him curiously and these other eyes looking at him with frank confidence. He tried to raise his gaze to theirs, but could not. What did it mean? He had never felt timid or abashed before.

When he went into the loft with Cuffy he was thinking very hard and very shrewdly. He had never been in a real bed before, and the softness felt deliciously soothing, but for all that he did not fall asleep. He listened to Cuffy's regular breathing and thought and struggled and understood rebelliously that he was being conquered, but he was straightforward and sharp with himself, even though it hurt. And at length he heard this strange, tender-voiced mammy beginning to move below.

When he went down he accompanied Cuffy to a corner behind a large storehouse to gather kindlings. There he made a last desperate effort to assert himself.

Placing a chip upon his shoulder, he turned fiercely to his companion.

"Who's a nigger?" he demanded.

Cuffy laughed in his face.

"I reckon we bofe is," he grinned. "But wha' for yu' act so, Shack? I ain' goin' knock no chip offen yo' shoulder. We ain' no need fight. We's goin' to Tuskegee, me an' you is. Yo' done tole mammy so."

"I done tole yo' is skeered to fight," yelled Shack. "Didn't yo' say I's nigger when I crap yo' out yes'day? Now knock dis chip off an' prove hit."

"Mebbe I call yo' nigger," retorted Cuffy placidly. "I know yo' did me, plenty time. Dat ain' nuffin. I ain' goin' fight, an' yo' ain' goin' fight. We's got better sense. But dar's mammy callin' us to breakfas'. Come, Shack!"

The chip fell unheeded from Shack's shoulder. But he was not a boy to do things by halves. As they went toward the house he slipped the dollar he had won onto Cuffy's pocket.

"Tell yo' mammy yo' met de crap shooter an' he gib hit back," he said.

"An' if she eber ax yo' does I shoot

craps, yo' say no, I done gib hit up, an' I has. I's goin' take dat job the steam-boat man offer at fo' dollar. 'Tain' much, but mebbe I make more by wukin' hard. I's goin' long o' yo' to Tuskegee, sure 'nough."

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### The Aeronauts

BY MARION ATWATER

"By the bye, Mrs. Grosvenor," said Mrs. Effingham, "your nephew, Jack Kenworthy, comes of age soon, does he not?"

"In a week from today."

"How nice to be coming of age and into a splendid property at the same time!"

"Jack will not enjoy his inheritance long."

"Not enjoy it long? Why, what do you mean?"

"Jack, like other wealthy young men, has been inoculated with the aviation fever. For the past year he has been thinking of nothing else. He has made a number of trips and learned all about aeroplanes and how to fly them. He has ordered one finer than any that has been produced to be made for him. It is finished, and he is only waiting for his estate to be turned over to him to pay for it. These aviators do not live on an average more than two or three years and are liable to get killed at any time while they are flying. It's too bad about Jack. He will have a splendid fortune. He is very bright and has a fine future before him."

"Has no one any influence over him to show him that death is the inevitable end to his flights if he persists in them?"

"I am his only living near relative. I have pleaded with him to desist from aviation, to study a profession, to fit himself to live rather than to take measures for death. I have not produced any impression on him."

"Don't you think that if you could get him married his wife might accomplish that in which you have failed?"

"I've thought of that, but Jack is not a ladies' man at all. He won't consent to my introducing him to girls. Indeed, he won't have anything to do with them. Several women who have got the aviation craze have begged me to intercede

with Jack to take them for a ride in the air. He scouts the idea. 'Do you suppose,' he says to me, 'that I'm going to take up a woman to lose her head at the slightest jar in the machinery, grab me like a drowning person and land me a mass of pulp on the earth hundreds of feet below? Not much!'

"Does he take men up with him?"

"Only such as he is sure will not get rattled."

Edith Effingham, aged nineteen, was sitting on a window seat concealed by curtains, with a novel on her lap, listening to this dialogue. She had caught the aviation fever and was much interested in this Mr. Kenworthy, who skimmed about in the air at the risk of his life, who disliked girls and who was about to step into a fortune. Could there be any combination better calculated to impress a girl in her teens? But when we consider that Miss Effingham was desirous of flying among the clouds herself we have conditions that are likely to produce results.

"Mamma," she said after Mrs. Grosvenor's departure, "I have a curiosity to see this man who has no more sense than to risk his neck by trying to make a bird of himself and who prefers to get smashed against the earth instead of living to enjoy his fortune."

"Good gracious, Edith, what do you know about Mr. Kenworthy?"

"I was sitting in the window seat when you and his aunt were talking about him and heard all that was said. Please ask Mrs. Grosvenor to bring him here to dinner. But don't say anything about me, or he won't come."

"I'll do no such thing. I don't wish you to have anything to do with such a man; you'll be going up with him in his machine."

"How can I do that when he won't take a girl up with him?"

"Why do you wish to see him?"

"For curiosity's sake."

When a girl of nineteen wishes to get her clutches on a young man, her mother is not the best person to stand in her way. Mrs. Grosvenor was invited to dinner and asked to bring her nephew with her. Since she had brought him up from

a boy of twelve, she had sufficient influence to induce him to accept the invitation. At Mrs. Effingham's suggestion, prompted by Edith, Mrs. Grosvenor told Jack that there were only children in the Effingham family, and for that evening the young lady appeared with her hair hanging unconfined down her back and robed in a becoming snow white dress, the skirt of which reached only midway between her knees and her ankles.

Upon her entrance into the dining room, where Mr. Kenworthy, much bored in his efforts to please his aunt, sat waiting for dinner to be announced, his attention was immediately fixed on this fairy-like child who made him a courtesy and began immediately to chat with him in a very animated fashion. Kenworthy, judging from her appearance, thought her to be about thirteen, but he had never known a child of that age to talk so much like a woman.

Miss Effingham refrained from any mention of Mr. Kenworthy's especial bent until she had succeeded in impressing him with the fact that she was a very attractive child. After the dinner had been finished and the two elderly ladies were chatting over a cup of tea, with childlike simplicity she inveigled the aeronaut into the window seat, where she had heard all about him, and turning on the switch set him going on the subject of flying, listening while he talked as fast as he was accustomed to skim through the air. Her interruptions were few, but struck him as being made to the point.

Shortly before the guests departed Miss Effingham, putting her finger on her lips as a sign of caution, whispered to her companion that she was dying to fly. Would he take her with him?

The temptation was great, but the resistance was sufficient to overcome it. "I never take women up with me. I am aware of the danger I incur, but have no inclination to take the responsibility of hurling others from a height of a thousand feet to the earth. I have on one or two occasions taken a man friend with me, but I draw the line at women."

"And children?" asked Edith, fixing her blue eyes on him appealingly.

"I would rather take a child than an adult," was the reply. "The younger the

person the greater the insensibility to danger. If anything should happen with you beside me I should not expect you to wreck the machine by interfering with me."

"Indeed, I would not."

"In your case I must refuse solely on the ground that I would have no right to permit you to risk your life."

"Will you take up my brother?"

"I didn't know that you had a brother."

"Will you grant me for him what you have denied me for myself?"

Edith threw all the pleading of which she was capable into her very expressive eyes.

"I will."

"When?"

"After I have got my new machine that has been building for me and have tested it in trial trips."

"Very well; when you are ready notify me; but say nothing about the matter to anyone. If mother should hear of it she would prevent it."

She took his hand and pressed it fervently. The pressure went straight to his heart.

Mr. Kenworthy carried away with him a very attractive picture, a young girl in short dresses, with her hair down her back and withal sufficiently developed both physically and intellectually to please one who had come to manhood. Moreover, the picture did not fade. The fancy once caught is very tenacious. Kenworthy did not go to see Edith again, for he could find no valid excuse to visit a child, but not a day passed without his seeing her in his mind's eye.

One day she received a note from him saying that he had thoroughly tested his new aeroplane and was ready to keep his promise to give her brother an airing. He would start from a field in which stood the shed covering his machine the next afternoon at 3 o'clock. When that hour arrived a boy jumped the fence and strode toward the aeronaut. On reaching Kenworthy he said that his sister, Edith Effingham, had sent him, saying that he would be taken up in an aeroplane.

"You are the image of your sister,

only you are dark and she is light. Are you twins?"

"Yes," faltered the boy, quailing under the inquisitive gaze.

Kenworthy's mind being intent on his preparations for his flight, he turned away and when they were completed invited the boy to a seat beside him. They rose slowly, the latter holding to the machine with a grip which if strong enough would have crushed it. The aeronaut cast a glance aside and noticed that the hand was white and shapely. But one guiding a machine rising higher and higher has no time for other observations than those connected with his flight, and Jack having a neck at risk besides his own felt an extra amount of responsibility resting upon his shoulders. His companion sat still, displaying no fear, but feeling a great terror. The hills and the houses grew smaller and smaller below them and they seemed hung upon nothing. The air which had been quiet below was blustering above, and suddenly the machine tilted like a bird changing its course. A suppressed cry escaped the boy.

"I've kept my promise to your sister," said Jack, "and I think we had better descend."

No objection being raised, the aeronaut began the descent. All went well till they were within 100 feet of the ground from which they started, when something snapped and the speed of the propellers was visibly reduced. It was evident from the aeronaut's sudden pulling upon levers that something had happened. Indeed, he found it necessary to glide on an incline down upon the earth. He succeeded in doing so, and when the machine stopped running on its wheels the arms of his boy passenger were clasped tightly around his neck.

He unclasped them, and then found that the boy had fainted. Kenworthy took him in his arms and laid him on the grass. Thinking to rouse him, he ripped open his jacket and unloosened his collar.

The secret was out, and Jack knew the boy was a girl. That was his last trip in an aeroplane. Edith Effingham in her own appropriate costume as a young woman, after a courtship, consented to

be his wife, but only on condition that he would never sit in an aeroplane again.

### A Complication Removed

BY ESTHER VANDEVEER

"This John King," said Mrs. Haskins to her daughter Isabel, scanning a newspaper, "who is spending his money so lavishly must be the same man with whom you had that flirtation ten years ago when we were staying in Rome."

"Oh, mamma!"

"Why are you so moved, my dear? Surely there was nothing serious between you and him, and that was a long while ago."

"There was something between us, mamma."

"There was?" asked the mother in her turn, showing concern.

Isabel made no reply to the question, but after deep thought said:

"I wish to meet this Mr. King. If he is the same I met ten years ago I shall do all I can to win him."

"Why so—to secure his large fortune?"

"No; to remove a serious complication."

That was all the mother could get out of her daughter. The society news was scanned from day to day until Mr. King was mentioned as a guest at the house of one of Mrs. Haskins' friends. The lady was appealed to to bring about a meeting between Mr. King and Miss Haskins and did so at a dinner given by the mutual friend. After the dinner Isabel returned to her home with a red spot in each cheek and a spark in each eye.

"Well?" said Mrs. Haskins.

"Oh, mother, he has no remembrance of me whatever."

"Then he is the man we supposed him to be?"

"He is."

"And do you still desire to marry him?"

"Absolutely."

"Did he seemed pleased with you?"

"I think so."

"Why is it not to his interest as much as yours that you and he should be married?"

"Perhaps it is."

"Then why do you not tell him of your meeting ten years ago, giving him the reasons, if he does not already know them, why he should marry you?"

"Because I loved him then. I love him now, and I wish him to marry me for love, not for any other reason whatever."

The mother was obliged to be satisfied with this statement, though curiosity was sharpened by her interest in her daughter. In time Mr. King was invited to the Haskins' to dinner. He came and set Isabel's heart wildly throbbing by saying some deliciously sweet words to her. But when later he met her at a social function she saw him chatting with another girl, and, judging from his expression, he was saying sweet words to her, causing Isabel's heart to sink as rapidly as it had risen.

A few days later Mr. King called, making as an excuse the offering of his box at the opera. Either he was the same skillful love maker he had been a decade before or he was much smitten with Miss Haskins. In his conduct were many of the indications of a sure affection.

And so the affair went on. At one time he would be devoted to her; at another she would hear that he was browsing among the prettiest girls in the social swim. What most troubled her was that he was passing into that age where a bachelor's admiration is bestowed upon girls much younger than himself.

However, as the weeks flew by his devotion to Isabel grew more constant. He had appeared to purposely display attentions to young girls when she was present to observe them. This he was gradually giving up. Indeed, the affair between them had gone so far that his attentions to other girls ceased to trouble her. Flowers had begun to come from him to her, a sure sign that a proposal is about to be made. One evening when King followed a box of them he had sent he called, and when Isabel came down to meet him he put his arms about her, kissed her warmly and said:

"My dear wife, it is time this play came to a climax."

"Wife?"

"Yes. I knew you the moment I saw you. Immediately after that wedding



which was got up between us in a youthful frolic I went to a lawyer and asked him if it could be construed into a legal marriage. He replied that if we both intended it as such it was within the law of wedlock. It was intentional with me. If it was the same with you we were married ten years ago."

"In my heart it surely was intentional."

"I resolved," continued King, "that as soon as I had accumulated a sufficiency I would ask you the question that would, if answered in the affirmative, make us one. I have since been more than fortunate. I came here purposely to find you. When I saw that you did not remember me"—

"I did," interrupted Isabel. "I supposed, however, that you did not recognize me."

"I wished to win you."

"And I wished just as much to win you."

When Isabel joined her mother she gave evidence that something momentous had happened.

"You are engaged!" exclaimed Mrs. Haskins.

"No—married."

"Married!"

"Yes, we have been married ten years, but we didn't know it."

### How I Saved My Brother

BY WILLIAM CHANDLER

Jim and I were twins. The only physical difference between us was that I was born with a deformed big toe on my right foot. When we were boys mother bought two circular pieces of silver about the size of a dollar and hung one around the neck of each of us. On Jim's were engraved the words: "This is James Arthur Chittenden, one of twin boys. He may very easily be distinguished from Frederick Booth Chittenden, his twin brother, by having a perfect great toe on both feet, while his brother has a deformed great toe on his right foot." The disk she hung around my neck stated that I was the brother with the deformed toe. She entered a copy of these inscriptions on our record at the church when we were baptized.

Our home was in the Shenandoah valley, Virginia. When the war between the States opened Jim and I were 19 years old. We didn't have to go far to see fighting, for there was plenty of it right where we were. General Stonewall Jackson was cavorting up and down the valley, striking one Federal force on one side of the Shenandoah river, then crossing, burning the bridge behind him and cutting up another force on the opposite side.

The general stopped at our house one day and asked Jim to bring him a glass of water. Jim went for it, and, mother calling to him, he asked me to carry the water. I did so, and the general made a remark to me in connection with something he had said to Jim. I explained that it was not I he had asked for the water. He was very much surprised. Presently Jim came out, and the general looked from one to the other of us, evidently much interested in our similarity of appearance.

"Are you young men thinking of fighting for the South?" he asked.

We replied that in deference to our mother's wishes we had not yet done so, but expected to enlist very soon.

General Jackson was very ingenious in his methods of getting information of the enemy. He told Jim and me that if we would enter his secret service force he thought he could use us to better advantage than if we fought in the ranks. We asked him to explain, but he did not do so. However, we concluded to join him and went with him to his headquarters.

The first thing the general did was to order us before a surgeon for physical examination. We were told to strip, which we did, and it was not long before the surgeon noticed my deformed toe. He at once told us to put on our clothes, the examination being ended. Then we were ordered to report to the general. He told us that he wished to send one of us into the Union lines for information, but that the Federals were on the lookout for spies, and capture was almost certain. Of course capture meant death. Jim and I both offered to go, so the general suggested that we draw lots for the privilege. We did so, and Jim won.

As soon as Jim had gone the general told me to get into woman's dress. I did so, and, having no beard, but a pair of red cheeks, I made a first rate girl. The general told me to follow Jim and bring back any information he had to send, for he wished Jim to accomplish all he could.

I fixed up a basket of butter and eggs and went North, selling my produce to the Federal soldiers, keeping my eyes and ears open all the while. Jim had been told to leave any message for me with a certain woman who lived within the Federal lines. I went to her and made myself known, only to learn that Jim had been caught redhanded in her house with a lot of incriminating documents on him.

Now, the general had suggested that in this event I might be able to save Jim by a ruse, and this is why he had us examined to find a physical difference. I went in among the Federal troops and learned that Jim had been tried by a drumhead courtmartial and was to be hanged the next morning. I went at once to the general commanding, told him that I was Jim's sister and begged permission to bid him goodbye before he was swung off. The general gave me an order to that effect, and I hurried away. The Federals were encamped on the edge of a town where there was a jail, and Jim was imprisoned there. This favored a plan I had in view. I was taken to his cell, and after much pleading with the jailer he consented to lock me in with Jim for half an hour; then he went away and left us.

As soon as he had gone I told Jim to change clothes with me and go out in my stead. He saw no reason why I would not be hanged if he did, but I convinced him that I could prove that I was a different person. When time was up Jim walked out as a girl, I remained. After waiting long enough for him to get away I sent a message to the general stating that I could prove that I was not the man who was to be hanged. The provost marshal came to me, and I showed him the inscription on the silver disk on my neck, my deformed toe and told him that he could get proof of all I said at a church within the Confederate lines. My story was investigated, and the Federals, becoming convinced of its truth, released

me, for it would have been a crime for them to hang me for an act I had not committed.

Jim and I did a heap of such work for the general after that, but neither of us was ever caught again.

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### Thorley's Heart Trouble

BY CLARISSA MACKIE

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Thorley was convalescing after a long fever, and the sensible family doctor sniffed contemptuously at the suggestion of a change of air as afforded by some fashionable resort, whether north, south, east or west.

"You want to get near to nature. Of course I know that's a hackneyed expression, my boy, but you do want to get as far back in the country as your pocket-book will take you and stay at some isolated farmhouse where you will not want to see anything save the cloud effects when the sun sets over the mountain peak or hear anything except the songs of birds and the blare of the dinner horn. Drink milk and eat eggs morning, noon and night. Sleep and rest and walk and sleep, and I'll guarantee you'll be made over again in three months!"

"Where shall I go?" demanded Thorley helplessly.

"Anywhere. Buy a ticket for the last station on the line and get off there and ask for board at the last house on the turnpike. It's a long chance they'll take you," laughed Dr. Gregory as he turned to go.

A week later Mr. Fred Thorley was uncomfortably established in a red plush covered seat in a dusty passenger coach which was one of three snaking their way slowly after an ancient and asthmatic engine. The single track road led from the junction where Thorley had boarded it straight into the country through rock-ribbed crevices dripping with moisture and hung with ferns, past level daisy fields white as the driven snow, shooting into the dim arches of tall woods only to emerge near some highway crossing where the engine shrieked warningly. There were tedious stops at tiny stations that looked like bird houses, and these

grew smaller and smaller until when they reached the terminal the station was not much larger than a sentry box.

"Rosedale—all out!" yelled the brakeman, and he lent a strong hand to help Thorley's evident weakness. There was no other passenger, and when his one trunk had been dumped on the platform and the train had coughed its way to a siding Thorley surveyed the rustic scene with some dismay in his town-bred eyes.

"And not a vehicle to be had for love or money!" he groaned after his interview with the sleepy agent. "Well, I'll walk to the village. You say it's only a mile and a half? I'll send somebody after my trunk as soon as I find out where I'm going to stop."

The agent awoke suddenly to action.

"There ain't no hotel here," he said aggressively, as if questioning Thorley's right to thus throw himself on the hospitality of Rosedale.

"Any boarding houses?" demanded Thorley. "Any farmhouses that will take a boarder?"

The man shook his head. "Ain't heard of any," he said indifferently.

Thorley turned on his heel and walked down the sandy road which led away between tall growing oaks and chestnuts. The afternoon was advancing, and he was hot and tired and hungry. He chided himself for falling in with Dr. Gregory's ideas. It would have been far better if he had sought a railroad guide book and picked out some good stopping place.

Nevertheless there was a certain element of interest in the fact that he did not know where he was to lay his head that night. For the rather spoiled young man this was a novel experience.

He passed a frame house freshly painted in a pinkish lavender, with green blinds, and he closed his eyes and shook his head.

The next house he came to was a broad and comfortable one, painted white, with green blinds. Grapevines were trellised all about the house, and there were an old-fashioned flower garden and rolling slopes of a finely kept lawn. In an adjoining pasture a herd of Jerseys showed dun colored against the green grass.

Thorley lingered in front of the gate,

eyeing the place wistfully. Here was the very place for him to recuperate his strength, and yet there was little likelihood that they would let him in, for it evidently was the home of a prosperous farmer—one who had no need to board an invalid young man, no matter how handsome and charming he might be, and Thorley was both of these.

Still, he stood there watching the chickens scratching in the gravel and hearing the soft muffled nip of the Jerseys as they cropped the clover.

Then came a surprise. A sunbonnet came down a shaded path that wound among thick syringa bushes and bobbed to a standstill before him. They stared at each other, stricken with surprise.

"Well!" said the girl at last, for she was the prettiest farmer's daughter Thorley had ever seen, and he had held her brown eyes in his own delighted gaze.

"Well!" echoed Thorley. "You see I'm looking for board at a farmhouse. I rather like the looks of this one."

"You do, do you?" she mimicked him, with dancing eyes. "Shall I run and ask Uncle Nathan if he wishes to take a boarder?"

"You wouldn't be so kind?" he cried excitedly.

"Wait," she called over her shoulder and was gone. Presently she returned and beckoned him into the house, where, in the cool recesses of a dim parlor, he concluded a most satisfactory bargain with the girl's aunt, Mrs. Beek, a kindly, white-haired woman, who took much interest in an account of his illness. The Beeks sent a wagon after Thorley's trunk, and he was comfortably installed in a large front room, with a fire of hickory logs brightening the cool twilight.

He saw the sunset glory above the mountain peak. He heard the song of birds and the gentle lowing of the cows. He slept in the hammock for hours, lulled by the sweet breezes that swept through the pines. He walked longer distances every day, regaining health and strength as the summer advanced.

In the meantime the pretty niece of the Beeks—Margie they called her—fitted around the place like a slim, bright-eyed bird. Sometimes she read to Thor-

ley as he lay in the hammock, and sometimes he read to her, but the themes he chose led by devious ways to the sweet subject of love, and whenever she gained a clew to the thread of his narrative she would fly away with flushed cheeks and eyes hidden behind a soft sweep of long lashes. Then Thorley would not see her for a day or two.

One day Mrs. Beek came out and sat in a big rocking chair near Thorley's hammock and knitted busily at a scarlet shawl.

"Margie is driving with Mart Bently," said Mrs. Beek, as if this piece of news was not the most stupendous blow Thorley had ever experienced.

"Mart Bently," repeated Thorley. "Why, why?" His voice ended interrogatively.

"I expect Margie likes to be with him. You know they were playmates when they were little," said Mrs. Beek calmly.

"I didn't know," said Thorley savagely.

"Of course you couldn't be expected to know about it. I'm glad to see you looking so much better, Mr. Thorley," she went on. "We pride ourselves that Rosedale has been the making of you."

"It has, together with your good care, Mrs. Beek," he said gratefully.

"I hope you'll run out often," said Mrs. Beek pleasantly. "Maybe you have one of those automobiles?"

"Yes, I have, and these roads are all right," said Thorley, with rising spirits. "I suppose Miss Margie will be here all summer."

"I suppose so," said Mrs. Beek, rising to leave. "Here come Mart and Margie now. They're a handsome couple."

Thorley did not stop to verify this statement. He turned out of the hammock and strode across the lawn and down through the orchard, where he leaned against the fence which bordered a deep, rumbling brown brook.

His rebellious heart was thumping angrily, strongly. He longed for the touch of Margie's cool, slim fingers and the glance of her soft, dark eyes. But very likely her fingers and her soft glances were for Mark Bently, the good-looking

young stock raiser, whose place adjoined that of the Beeks.

Thorley did not hear a light step on the orchard grass, and it was not until Margie's slim whiteclad figure appeared beside him that he knew he was not alone.

He looked at her without speaking for a moment; then suddenly he turned and crushed her hands in his strong grasp. "Marjorie," he said hoarsely, "how long are you intending to keep up the game?"

"I'm only a farmer's daughter"—began Miss Fenton demurely, when something in his eyes drove her to her last defenses. "Fred Thorley, you are the very stupidest mortal!"—

"Why?" he broke in eagerly.

"Because you don't understand that I became a farmer's daughter for your sake," she finished, with her head on his shoulder. "I was worried to death when you were ill, and I longed to do something for you and I was so jealous of that trained nurse you had!"—

"Never noticed her looks," said Thorley cheerfully.

"So I told Dr. Gregory to send you down here, and I would be here to entrap you to coming to Uncle Nathan's, and hasn't it been the most delightful summer you ever spent?" she asked.

Thorley's answer was not audible.

### Around Snake Corner

BY CLARISSA MACKIE

The stage climbed the steep mountain road, the black horses straining against the heavy load of passengers.

"Whoo-up!" shouted Ike Williams as he guided the team around a sharp corner where jutted a great split rock.

"Are there any snakes around here?" asked a timid passenger.

Ike Williams turned a ruddy face toward the passengers, and as his light brown eyes met those of a plump little woman in the corner he winked significantly.

The plump little woman looked very severe and turned her eyes away.

"Yes, sir; this is called Snake Corner, and it's a funny thing that every time I reach this particular rock every stranger aboard wants to know if there are snakes hereabouts."

"Well, are there any snakes?" demanded the thin woman sharply.

"There are snakes sometimes, ma'am. Once I was coming up from Cherry Brook with a load of folks, and just as we reached Snake Corner one of the wimmen screamed and fainted, and the others all hollered to beat the band. Of course I stopped and looked to see what was the matter."

"What was it?" demanded the passengers breathlessly.

"Trash!" sniffed Debby Bowne.

"It was a whole passel of black snakes a-sunning themselves on the big rock.

"I was some flustered, because I knew, all my passengers being wimmen, I'd have trouble between the wimmen and the snakes and the hosses here, who ain't got no use for reptiles.

"I'm a quick thinker, and"—Mr. Williams paused and cast a suspicious glance among his passengers. "I thought somebody laughed," he said aggressively.

No one made reply. Debby Bowne was staring through the open doorway, and the little dark man appeared to be asleep.

The other six passengers were hanging breathlessly on the words of the stage driver.

"Go on!" they cried impatiently. "What did you do then?"

"I got down from my seat and, taking my whip, I went up to the rock and laid it on to them snakes till there wasn't one to be seen. Then I clumb back to the stage and drove on.

"The wimmen all cried with joy over getting rid of the snakes, and when we reached the top of the hill—this one we're climbing now—I happened to look back, and what do you suppose I see?" Ike paused dramatically.

"What did you see?" they asked in chorus.

"Snakes!" said Ike, frowning at the recollection. "About 50 black snakes, assorted sizes, all humping themselves along the road, trying to catch up with me. I reckon they would have clumb up over the wheels and right into the stage if I hadn't done some quick thinking.

"I'm something of a reader," pursued Ike modestly, "and, being interested in the critters, I'd read considerable about

snakes. So I took my harmonica out of my pocket and, getting out of the stage, I went back and played 'Yankee Doodle' to them pursuing reptiles, and I'll be blamed if the hull lot didn't stand still like they was charmed, and then I played a march called 'The Retreat.' And you'll hardly believe me when I say that the hull regiment of black snakes turned tail and humped themselves back down the road.

"Whoa! Here you are! Willow House!"

With these words Ike halted his horses with a flourish before the door of the little mountain inn.

With the single exception of Debby Bowne the occupants of the stage dismounted at the inn. While some of them were paying the driver, the foreigner leaned toward Debby Bowne.

"Does he speak of a truth?" he inquired, nodding toward Ike Williams.

Two red spots glowed in Debby's cheeks.

"The truth is not in him!" she said emphatically.

"You know him of a certainty, that he lies?" asked the man sharply.

"I was engaged to marry him," said Debby with dry bitterness.

"Was?" repeated the man doubtfully.

"Waa," emphasized Debby, "until fifteen minutes ago."

"Ah, with many thanks for the confidence," smiled the stranger, bowing himself away with his heavy basket.

Just as the stage was about to resume its journey with Miss Bowne as its sole inmate that small person skipped alertly down the steps and slammed the door upon the empty vehicle.

"Ain't you going to ride up to the lane with me, Debby?" demanded Ike in dismay.

"Not today," returned Debby crisply. "I'd rather walk than ride with such a story teller as you are. You remember what I said the last time you told that snake story!" Debby Bowne gathered her lilac skirts neatly from the dust and tripped away, leaving Ike Williams to stare after her until she had quite disappeared into the opening of Whippoorwill lane, where she lived.

"I'll be blamed!" ejaculated Ike, slapping his knee with one big brown hand. "Well, what do you want?" he growled at the little foreigner who was standing by the wheel looking up at him.

"Beg pardon, but I forgot to pay you for transportation and most enjoyable ride and agreeable story," said the stranger politely.

"Huh!" was Ike's reply.

"And the little lady with the eyes of a dove, she has gone away?" asked the man.

"You mean Miss Debby Bowne?" growled Ike ominously.

The man nodded doubtfully.

"The lady who said she was engaged to you."

"Was?" bristled Ike. "Is, you mean."

"Beg pardon, but she said, 'Was engaged till fifteen minutes ago.' Ah, monsieur is most rude!" cried the stranger as he skipped back beyond reach of Ike's whip.

"Little rat!" growled Ike, his face now sobered to grim anger as he turned the stage about and returned down the mountain. When he passed Snake Corner he smote the black horses so savagely that they ran all the way down the mountain side, requiring all of Mr. Williams' strength and nerve to control them.

Back in Whippoorwill lane Debby Bowne was crying softly to herself over her broken engagement to the bluff stage driver, and at Willow inn the little foreigner was preparing to entertain the guests that evening with sundry conjuring tricks.

The next afternoon Ike Williams drove his stage up the mountain road. There was only one passenger inside, and she was strangely silent and unresponsive. So quiet was Debby Bowne that Ike began to believe that there was some truth in what the foreigner had hinted to him.

Was his engagement to Debby a thing of the past? He did not dare ask her for fear of the answer.

Debby Bowne worked in the postoffice and rode home in the stage every afternoon. It is not surprising that she grew tired and annoyed at hearing Ike's oft repeated snake stories, which were calcu-

lated to inspire strangers with dreadful fear.

Only a short week ago she had told Ike that if he ever repeated the black-snake story in her hearing their engagement would cease at once.

Now he shot a glance from his merry brown eyes at the third finger of her left hand.

The garnet engagement ring was gone.

Their engagement was at an end.

Now they were turning around Snake Corner.

Ike was lost in gloomy meditation on the front seat when the off horse shied violently.

"Whoa!" shouted Ike, and with a glance at Snake Rock he pulled the trembling horses to a standstill and turned his head to stare at the great fissured rock about which he had woven so many tales to scare the unwary traveler.

Coiled on the rock was an immense serpent, scaly and glistening, with horrid head lifted and swaying gently to and fro.

"Good heavens!" breathed Ike through his set teeth.

Debby leaned from a window and stared, terrified.

Then, stepping jauntily out of the mountain path, came the foreign passenger of the day before.

He bowed politely to Ike, laid his hat against his heart when he saw Debby, and at the same instant glimpsed the snake on the rock.

"Mon dieu!" he squealed shrilly. "Kill it, monsieur!"

"Kill it yourself!" roared Ike testily, his muscled arm straining at the reins as his horses plunged madly.

"But has not monsieur a happy thought in this great emergency? It is true these are not blacksnakes, but"—he shrugged his shoulders suggestively.

"Get out of the way!" shouted Ike angrily.

"Perhaps monsieur would play 'Yankee Doodle' on his harmonicon!" grinned the amused foreigner. Thus could he soothe the frightened serpent, even as he did in the good story he related. Ah!"

At that moment the black horses broke away and dragged the careening stage after them.

Debby Bowne, white-lipped and trembling, saw Ike Williams regain mastery of his team, turn them about and drive back to snake rock just in time to see the foreign conjurer stuffing the great serpent into an odd-looking basket.

"Ha! Monsieur is the brave runaway," chided the joke-loving Frenchman as he securely fastened the cover of the basket that contained the ancient, half stupid and entirely harmless reptile, which was one of the properties of his performance.

Ike Williams grew redder and redder as the Frenchman disappeared, and Debby Bowne sat silently within, witness of his humiliation.

Glancing out of the corner of his eye, he discerned Debby in the act of slipping the garnet ring back on its accustomed finger.

"You coming over this evening, Ike?" asked Debby softly.

"Yes, if you want me," he said hoarsely.

"Of course I want you," said Debby Bowne gently.

And Debby had part of her reward when the very next time she rode in the stage a timid passenger asked:

"Why do they call this Snake Corner?"

"Because there ain't any snakes here!" replied Ike, with a twinkle in his eye.

### A Round Robin

BY DWIGHT NORWOOD

Reforms are seldom accomplished all at once, and when they are they rarely hold good. The citizens of Jimtown found their efforts to dispense with the vigilance committee and establish a regular court of law attended with difficulty. As one of them expressed it: "We was between fire and water. We was burned up if we kept still, and if we jumped we'd be drowned."

Jimtown—now Jamestown—has developed into a beautiful city, with schools and churches innumerable, but in the days when gun law had become unbearable the principal buildings in the town were devoted to gambling houses, in which an apology for liquor was sold at 25 cents a drink. In these places every man was armed, and whenever a dispute

arose the only question was which disputant was the quicker on the trigger. This state of affairs attracted desperate characters, and the town was rapidly going from bad to worse. A secret meeting was held among the best citizens, at which 12 men were selected as a vigilance committee to clear the town of roughs. By a vigorous course of lynching and shooting it got rid of all the bad characters except one, but four of the twelve had been eliminated.

The bad character left, Pete Hollister, was not to be intimidated. The only way to get rid of him was to kill him, and the vigilance committee had found that method decimating its own ranks. Four of the remaining vigilantes had been killed, leaving four men who had become tired of the work.

Meanwhile a court had been organized and brought to a state of tolerable efficiency. It was easy enough to convict a person guilty of breaking the law on sufficient evidence, but it was not easy to get the party into court if he would not come willingly. It certainly was not easy to get Pete Hollister there, because he would not go willingly, and anyone trying to take him by force was sure to get killed. The four men remaining on the vigilance committee held a meeting to consider means of eliminating the desperado. It was agreed that if Pete could be got out of the way there was only Bill Cundiff remaining, and Bill was not considered a very hard case. It was even thought that he might be converted to a supporter of good order.

In some way Cundiff got wind of the movement to get rid of Hollister, and one day he asked one of the committee how much would be given for the desperado's scalp. The other members were consulted, and each man subscribed \$50 for the purpose. Cundiff said that to do the job was worth more than that, but if they would take the responsibility jointly with himself he would consider the proposition. He said he didn't wish to be tried for murder in the newfangled court that had been organized and must have some guaranty. The best guaranty he could have would be an order to do the job signed and sealed by the committee.

After a good deal of deliberation the four men remaining on the committee signed a round robin instructing him to "make way with" Pete Hollister and agreeing to pay him the sum of \$200 for the job. At the time the arrangement was made the intended victim had gone to an army post near by to look, as he expressed it, "for scabs among some o' them sojers." Before Cundiff started on his errand of mercy—such it was considered by the citizens of Jimtown—the committee offered to pay him in advance the money that had been subscribed for the job. But Cundiff said he wasn't sure he could "get him" and his conscience wouldn't permit him to take pay for a job he hadn't done.

The committee was much pleased at this, feeling encouraged to hope that after Hollister had been put out of the way Cundiff would make an excellent citizen. An election for mayor had been called, and some were in favor of running Cundiff for the office. The rumor that he might be a candidate reached his ears, and he stated definitely that he proposed to reform and didn't consider any man reformed who had anything to do with politics. This added to the "growing confidence that was being built up in the man who was to do for Jimtown what Charlotte Corday did for France.

When Cundiff, covered all over with knives, pistols and Winchester rifles, rode out of Jimtown on his errand in behalf of law and order he was given an ovation. There were by this time many respectable women in the place, and they, their husbands and their children turned out to wish the reformed man success. Handkerchiefs were waved to him by the women, while the men fired salutes from their revolvers. Cundiff was seen to draw his shirt-sleeve across his eyes, which was considered evidence of those intense emotions that are usually a part of the reformation of a wicked person.

They were destined to meet with a surprise. Not two hours after Cundiff's departure he returned, and riding beside him still in the flesh, was Pete Hollister. A chill passed over the citizens of Jimtown, most of whom saw the entry from

their windows and did not go out to welcome back the man they had sent off with such enthusiasm. Hollister reined up before a small group on the street and said:

"I have business with four prominent citizens of this yere town—Martin Shaw, Nathan Parker, Thomas Warren and George Urner. I would like to confer with 'em and would be obleeged to any citizen to tell 'em that I'll wait for 'em at O'Neill's tavern. Say that it's not a question of shootin', but of law."

After saying this the speaker and his attendant rode on to the tavern, where they dismounted. The gentlemen mentioned—the four members of the vigilance committee who had signed the round robin—were informed of the invitation and after consultation concluded to accept it, having been assured that they were wanted not on a matter of gun practice but of law.

"Gents," said Hollister, drawing a paper from under his shirt, "I have yere evidence of a conspiracy on your part, with Bill Cundiff, to murder me. Bill, havin' shown signs of reformation lately, instead of committin' the deed, comes to me repentant and with tears in his eyes hands me this yere agreement to pay him \$200 for my scalp. He finds me likewise repentant for my many sins and disposed to abandon gun law and leave these yere questions to the courts. Therefore it is my painful duty to sw'ar out a warrant agin you four gents, to be dealt with by the courts in the reg'lar way."

There was a grim silence on the part of the men who in trying to be saviors of Jimtown had walked into a trap and, according to law, would be punished by death or imprisonment by the courts they had taken so much pains to establish.

"Owin' to the tenderness of my heart," the desperado continued, "and the reformation goin' on in my bosom, I don't want to be hard on you. My duty as a reformed citizen is plainly to let the law take its course. But you gents bein' disposed to help us who are tryin' to turn from our wicked ways—Bill Cundiff kin testify to that—and some of you havin' families, I wouldn't mind a pecuniary consideration instead of seein' you suffer.



In the fust place, Bill, who was too conscientious to take the price of my blood, should be rewarded for right doin'. Five hundred dollars would be a small sum for so much resistance to temptation. In the second place, if your scheme had worked I would now be sleepin' in the valley, with the long grass wavin' over me and coyotes scratchin' for my bones. All these should be paid for. But, rememberin' that there's no great wealth in the town, I'll make the figures reasonable. Call my share \$1,500."

The signers of the round robin asked how long they would have to accept or decline this generous proposition and to raise the money if they accepted it and were given three days, at the end of which time the warrants would be sworn out. Then they retired for consultation.

Advancing civilization brings many problems. Here was a problem with a paradox. A villain was about to use a court of justice as an instrument for the condemnation of men who were working to eradicate crime. What was to be done? After consultation the round robiners sent a message to ask the two reformed men if, on the payment of the sum demanded, they would leave the town, never to return. The reply was that, having reformed, they would prefer to remain and Cundiff had decided to run for mayor.

While the deliberations were going on it happened that a young man who had served an enlistment as an electrician passed through the town on his way to a large mining center that had acquired civilization where he was to be employed putting in electric lights and different devices made practicable by electricity. Hearing of the dilemma that confronted the citizens of Jintown and especially the round robiners, he volunteered to show them a method by which they might get rid of the two villains without danger to themselves. They offered to pay him liberally for any device that would bring about that end, but he declined to receive money for such a purpose or to work it himself.

During the three days that the round robiners had been given to come to a decision and raise funds the electrician worked nights, and no one saw what he

did. He was engaged in laying wires from an empty cabin to the house of one of the remnants of the vigilance committee, Martin Shaw. When the time was up, after explaining his device to Mr. Shaw, he withdrew from all participation in the scheme.

On the third day after the return of Hollister and Cundiff they were invited to the deserted cabin in which the electrician had been at work to receive the first installment of the ransom that had been levied on the town. The four citizens most interested were in the cabin, at the other end of the wires, where they could see plainly the place to which the rascals had been invited. Citizens were warned to keep away from the cabin and regarded the warning. Hollister and Cundiff went into the cabin prepared for them and found a bottle and two glasses on a table. They poured out a tumbler of liquor each, raised their glasses and were drinking, when the floor rose up, they were tossed a hundred feet in the air, and when they came down they had ceased to be terrors of Jintown. The cabin had been undermined and a charge of dynamite ignited by electricity.

That ended the reign of terror with which Jintown had been afflicted since its settlement. The courts became effective, schools were opened, and civilization grew rapidly. But few of the citizens who witnessed the explosion by which the last of the gunmen were eliminated remain, and they don't care to give the story.

### Betty's Answer

BY CLARISSA MACKIE

Ben Finney squinted thoughtfully at the lowering sky. Although the grass of the plains was green and lush with many summer rains, the gathering clouds gave promise of more water.

"I'd hate to get these glad rags all dampened up," muttered Ben regretfully as he glanced down at his gala attire.

He made a brave figure, indeed, as he sat on his big black horse. He wore new buckskin breeches—brand new—and snow white Angora chaps, a white silk shirt with a blue silk handkerchief tied about his strong brown throat and a fifteen dollar hat on top of his fair, curly hair,

"All on account of a girl who would not look twice at me if I was all covered with gold lace, like that army fellow that's been staying there," sighed Ben as he pricked the black horse with his silver-spurred heels.

The horse bounded down the trail, and Ben Finney, riding like a centaur, turned his thoughts from the impending disaster of rain upon his best clothes and meditated upon his chances of finding Betty Dangerfield at home.

Old man Dangerfield, as he was locally known, was pounding out of the gate when Ben approached the house.

"Another good-for-nothing cowpuncher!" snorted Dangerfield fiercely as they passed.

Ben laughed lightly. They were all accustomed to Dangerfield's insults when his rheumatism was more wrenching than usual.

But the big-hearted cowboys of Rattle county would have risked more than Dangerfield's barks for a smile and a word from lovely Betty, his pretty daughter and keeper of his widowed household.

Betty was sitting in the front porch now, demurely sewing a seam, as a housewife should.

Wah Ching, the Chinese cook, peered from his kitchen window and, glimpsing Ben's glad attire, cackled shrilly:

"Him come, allee samee, velly fine; him go, chop-chop, velly fast, allee samee, velly mad!" he muttered.

In truth, while Ben Finney looked very fine and brave, his heart was fluttering painfully before it made one last drop into his shining boots.

To dream about Betty Dangerfield when he was a dozen miles away was one thing; to look into her changing eyes—now gray, now brown, now green—was another proposition.

He detected mirth and admiration in her first glance at his gallant form. He banished the admiration as fictitious, and he remembered the quickly repressed mirth, and his heart found refuge in the splendid boots.

"Good afternoon, Mr. Finney," dimpled Betty as she came forward with outstretched hand and carefully lowered lashes.

Ben dropped from the saddle and held her hand in his own big brown palm for an instant. Then the delicious second was over, and he was sitting on the steps, one knee clasped in his hands and his eyes devouring her sweet face.

He didn't know what to say. The heart that might have prompted him, having departed from its accustomed place under the pocket of his white silk shirt, was also dumb.

"Father has gone over to River Bend," volunteered Betty after they had discussed the weather.

"I met him," said Ben; then, with sudden inspiration he added, "What do you think he said, Miss Betty?"

"Something awful, I am afraid," laughed Betty. "Daddy's rheumatism is bothering him a lot just now—poor dear! What did he say, Mr. Finney?"

Ben turned brick red, but he kept on doggedly:

"He said, 'There goes another good-for-nothing cowpuncher'" explained Ben.

It was Betty's turn to blush, and she did it most becomingly.

"How horrid of daddy! I must apologize for him. I am sure he is very fond of all of his neighbors. You know his rheumatism is very painful!"—

"I don't mind that at all," interrupted Ben, "only I wish he could have expressed it a little differently. If instead of saying 'another cowpuncher' he had said, 'There goes that good for nothing cowpuncher!' meaning me alone, that would have suited me down to the ground."

"Why?" asked Betty, amazed.

"Because it would have wiped out all the others, showing there was only one cowpuncher coming here, and—oh, well, you understand, Betty, that I'd like to be that one!" In this manner Ben Finney's heart leaped up for a moment's heroic action and prompted his tongue to bold speech.

"Oh, Mr. Finney—Ben—I'm so sorry," began Betty in a panic-stricken tone as she started up from her rocking chair, "but"—

Ben's heart went back to his heels. He arose and put out a protesting hand.

"Never mind, Miss Betty. Don't mind me. I've got a nerve to think of you,

you know, with that swell army chap around, only—well, forget it, you know. I must be going. I'm afraid it's going to rain. Good afternoon!"

With the words tumbling off his lips, Ben Finney clapped on his broad-brimmed hat, leaped into his saddle, plunged his spurs into the satin flanks of the black horse and tore away through the gate and out of the vicinity of the Dangerfield domain.

Betty stared after him with amazed eyes, while behind the open window in the parlor the gold lace form of the young army officer shook with silent laughter.

In the kitchen Wah Ching rattled the supper dishes and grinned cheerfully.

"Him no stay supper? Golly! I see um come, I see um go skedaddle. Tee, hee!"

Ben Finney was not in a laughing mood as he dashed wildly across the green ranges in a light rain.

He was not thinking of the sopping brim of his splendid hat, nor of the soaked silk shirt which clung to his broad shoulders and showed every muscle, nor of the drooping plumage of the Angora chaps.

Poor Ben saw nothing save Betty's startled glance at his declaration of love—surprise because he dared to dream of her! He choked with resentment. Out here in the great West they believed him to be a poor cowboy, dependent upon his \$30 per month, without an eye to the future, when in fact he was heir to a tidy fortune that had remained untouched in Chicago banks for three years while he reveled in the free life of the plains and earned his own bread.

The storm increased. The rain beat in his face, and he was glad of the wind and the wet as he struggled against it. It was life, he told himself grimly. Only when the sun came out by and by it would be a travesty on his own life, for the sun could not shine for him without Betty Dangerfield.

At last he found himself in a rocky canyon miles away from home and with a bewildering sense that he had suffered a bad dream.

It was still raining and the sides of the

canyon were raked with gullies of water pouring down into the narrow creek that disappeared in a smother of foam at the other end of the canyon.

"What shall I do?" asked Ben hoarsely, and there came no answer to the question of what a man must do with his life if he cannot get the woman he loves. All the fervor of life seemed gone without that evanescent hope that some day he might wake up and find that Betty Dangerfield loved him.

He told himself that he had been a fool to cherish hope so long. He ought to have spoken long ago and allowed her to put him out of his misery.

Ben Finney laughed bitterly at the thought.

"Oh, Ben, why do you laugh like that?" asked a timid voice right at his elbow.

"I am dreaming," said Ben, turning his head slowly around to find that the voice was not that of a dream girl. It was the voice of Betty Dangerfield herself. She was riding her pony, and the rush of the torrents had drowned the hoof beats.

Her khaki habit was soaking wet, and raindrops clung to the red-gold tendrils of her uncovered hair. The swift ride had brought a roseate flush to her clear skin, and her changing eyes were pools of mysterious shadows.

"Miss Betty!" gasped Ben Finney, staring at her. "Something has happened to your father?"

Betty shook her head.

"Daddy is all right," she said gravely, "but something has happened to me."

Ben whirled about, his hand on his holster.

"Happened to you?" he cried. "Tell me quickly so I can do something."

"I'll tell you," said Betty, with steady eyes gazing into his hurt blue ones. "That is why I followed you here, Ben Finney, because you can help me. Will you?"

"With my life!" promised Ben grimly.

"It's about a man," began Betty, and her dimples deepened as Ben tightened his hand on his gun—"a man of whom I'm fond. Well, I—I love him, Ben." Her eyes fell, and she did not see the

agony that came into the handsome face under the dripping sombrero.

"Yes," gritted Ben between his teeth, "you love him—and—tell me the rest."

"He came and asked me to marry him, and then—then"—Betty faltered.

"And then?" thundered Ben.

"He rode away as fast as he could," confessed Betty. "And so I ran after him."

"Well, what did he say?" demanded Ben, who was deathly white.

Betty looked up and saw the agony in his strong face.

"Oh, Ben!" she cried. "What are you going to say?"

Ben stared. "Me? You don't mean me, Betty! Is it me you love?"

"Of course, goose!" sobbed Betty as she slipped from her saddle into his arms.

"But why didn't you tell me, then? You said you were sorry, and I thought"—Betty's little hand stilled the words on his lips.

"I couldn't, dear, because Captain Bently, the army officer, who is thinking of buying some of daddy's horses for the post, was sitting right behind us in the parlor, and I was afraid he would hear."

"Oh!" cried Ben as he held her closer.

Then the sun came out and shone over the rain-drenched world like a smile on a tearful face.

"I say," said Ben happily, "that's just the way I thought it wouldn't happen."

And Betty never even asked her lover to explain this cryptic remark. There were so many important things to talk about.

### Compensation Law Upheld

Justice Brown of the State Supreme Court of Pennsylvania upholds the workmen's compensation act, which was attacked on four counts in an appeal in the case of William Anderson against the Carnegie Steel Company.

The overworked claim that legislation of this character conflicts with the fourteenth amendment of the federal constitution was held to be groundless by Justice Brown, who said that "while rights of property created by the unwritten law cannot be taken away without due process of law, the common law itself may be changed by statute."

"Indeed," the justice continues, "the great office of statutes is to remedy defects in the common law as they are developed, and to adapt it to the changes of the time and circumstances."

The second attack on the act charged that it interfered with the right of the individual to make his own contract. Justice Brown answers this as follows:

"At the time the act was passed the settled law of this State was that a contract limiting or releasing damages for future negligence was against public policy. The act is but a statutory extension of the same principle."

With reference to the third attack, that the act deprives the right of trial by jury, Justice Brown says:

"Nothing is to be found in the said three sections depriving employer or employee of the constitutional right of a trial by jury. They merely permit a waiver of the same, if both so agree, and neither the federal nor state constitution precludes such waiver."

The fourth attack on the act was that it limited the amount to be recovered for injuries.

"It need only be said of this contention," Justice Brown concludes, "that the amount to be recovered for injuries to an employee is limited only when the parties to the contract of employment so agree."—*Weekly News Letter*.

### Get \$9.34 a Week; Strike

Unorganized employees of the Bristol mills, Philadelphia, are striking to enforce a wage demand of \$11 a week. They have been receiving \$9.34 a week and declare it is impossible for them to support a family on those rates. The mills are owned by Joseph R. Grundy, president of the Pennsylvania Manufacturers' Association. Mr. Grundy led the fight against the child labor law, passed by the last legislature, and the strike he now faces would indicate he has other reasons to oppose child labor legislation than the fear that children will acquire bad habits if they are taken from mills, mines and factories.—*Weekly News Letter*.



PRESIDENT WILSON BEFORE CONGRESS, DELIVERING HIS MESSAGE ON THE EIGHT-HOUR BILL

# Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

## Labor's Tribute

Were I a poet I would write  
In lines that time could not efface;  
A history true of labor's fight,  
Where searchers after truth could trace  
The records fair, some later day,  
Of all its struggles in the past  
Of those who fought and led the way,  
And nailed her banner to the mast.

Were I an artist, I would paint  
In colors that would please the eye,  
A picture showing the restraint,  
Which bound the toiler's hands, and why  
That labor, tho' for years denied,  
Progressed in spite of human greed,  
Show where she'd justice on her side,  
And brawn to fight and brains to lead.

Had I the sculptor's wondrous skill,  
I'd ply my chisel, night and day,  
And ne'er give up the task, until  
From rock that never would decay,  
I'd carve in lines both deep and true  
A figure that would represent  
The friend of man, and master too,  
The people's friend, our President.

And were I blessed with subtle speech  
Of some great orator of old;  
The lessons labor taught, I'd teach,  
And all the world's attention hold;  
And with my art and brush and pen,  
Commend unto undying fame,  
The friend of all mankind, and then  
Would link with Lincoln's, Wilson's name.  
T. P. W.

## Write for the Journal

GOODLAND, KANS., Oct. 2, 1916.

EDITOR JOURNAL: On several occasions, our Editor, in a few well chosen words, has paid tribute to the ability of engineers, and requested correspondence for the JOURNAL, at the same time outlining certain subjects on which we might write

interesting and instructive articles. As a rule many years have elapsed since our school days, and the ravages of time, combined with lack of practice, makes proper composition difficult for many of us. However, it is all in the family and our readers will hardly expect the effort of a Johnson or a Byron, and articles along the lines suggested will, no doubt, be appreciated by a majority. The editor made no mistake in saying that engineers are deep thinkers and thoughtful readers, and it is highly probable that many have noticed a pessimistic trend of late in the correspondence columns of some other labor papers. While there is practically no danger of engineers becoming addicted to the habit of unjustly complaining, it will be well to bear in mind we belong to the strongest and most respected labor organization on earth, and avoid the narrow-minded path by viewing all sides of any situation. In looking over the pages of a certain labor periodical not long ago it was forcibly brought to mind that much of the space devoted to correspondence was taken up by a writer who advanced no ideas for bettering conditions, but indulged in a lengthy harangue of general fault-finding, and in a following issue practically all of that space was covered by others, who, parrot-like, simply endorsed the views of the radical writer; and it occurred to me that fortunately my lot was cast with those intelligent enough to appreciate that organization has improved conditions for those who labor. Engineers who have an extended railroad career to review can testify to the good our Brotherhood has brought to us, and when we look back and realize how close it has been to destruction in some of the struggles necessary to bring about the improved conditions enjoyed today, it is not surprising that many devoted members view with alarm the possibility of straining it beyond endurance, and there are certainly none who do not realize that we need the Brotherhood, in all its vigor, to maintain what has already been achieved. History teaches that powerful nations have been swept from lofty positions by allowing a feeling of invincibility to overcome good judgment in aggressive action, by underestimating

the strength and endurance of an opponent. Not long ago it was positively stated by one of our Grand Officers that engineers high on the seniority list were not willing to help those less fortunate. It seems that recent events have proven the assertion out of place and not fitting as a general application to the Brotherhood at large. Much has been said of late years relative to "old and young" men, and one not familiar with the situation might readily imagine those holding regular passenger runs had dropped to them from the skies, instead of earning them in irregular service as other men are earning such runs today. Many who have passenger runs have pulled freight under all conditions as they have existed in the last twenty years or more. I have in mind a Brother who has twenty-four years seniority on one division, and for the first time in his career became entitled to a regular passenger run on August 17, 1916. This Brother, like many others similarly situated, would be loth to willingly relinquish his hard-earned promotion, but, like many others, considers allegiance to the Brotherhood paramount to all else.

Many members are convinced that our conventions cost too much and are ready to adopt some other plan of representation, if one can be produced that will reduce the expense without impairing the efficiency of such meetings. Some contend that a plan whereby our general chairman could represent the men of the system on which he is employed would not be feasible for the reason that a chairman from a small system, representing a few men, would have as much voice as one from a system representing a larger number. If this argument is good our present mode is wrong, for the Divisions range in membership from twenty and less to more than two hundred, and each is entitled to a delegate. But perhaps it matters little how many one represents, provided he works and votes for the good of the Order, and the fact that a Brother was elected general chairman of a system should be sufficient evidence of his integrity. In any event the Brotherhood at all times has the power to change its course to meet new conditions

that may arise. We now have a law which permits one delegate to represent five Divisions, and if we concede that law to be just and right we admit in doing so that there is not much argument in favor of pro rate representation.

Hoping for a liberal response to our editor's request to "Write for the JOURNAL," I remain,

Yours fraternally,

J. L. BOYLE, Div. 422.

### Expensive Luxuries

NEW ORLEANS, LA., Sept. 30, 1916.

EDITOR JOURNAL: For various causes I have not "broken into print" during the past few months, and possibly some of the Brothers are more than pleased that this is the case; however, I am now having a breathing spell and will dwell just a bit on "expensive luxuries." When I mention "expensive luxuries," I do not refer to any of the good things of life but to the arbitraries contained in many of the various contracts and working agreements now in existence between the railroads and their employees. Broadly speaking, I believe I can say without truthful contradiction, that practically every arbitrary allowance is fast becoming an expensive luxury and that under most conditions we are spending a great deal more to maintain them than they are worth. Understand, kind reader, the current agreement under which I am working compares very favorably with agreements elsewhere and excels a vast majority of them when it comes down to arbitrary allowances, and, while the humble writer was a party to its formation, he is none the less frank to admit, that in reality such allowances are luxuries pure and simple. While there may be exceptions, as a rule all companies oppose such allowances and seldom permit an opportunity, technical or otherwise, to pass without taking some stand, or making some ruling that forces the committee to make an issue, and even though we gain our point and force the arbitrary allowances in the end, they have always proven to be an expensive luxury. I recall one case where the amount involved was practically one-half dollar, yet it cost the men on that division eighty

odd dollars to collect it. I know of another case where the amount claimed was just one dollar, yet the committee fought this claim, step by step, from the master mechanic to the president of the road, incurring at least one hundred dollars' expense to collect one, and that was an arbitrary allowance claim. I have also heard many other Brothers speak of similar cases. Ordinarily, arbitrary allowances mean double compensation, or double pay for services rendered, or time held, or delayed during the same period, for which we are already being compensated and it is next to impossible to convince the average person, the "outsider," so to speak, that such practices are legal and just and the companies have not been slow to take advantage of these conditions, and are using them as a basis of argument to bias the public mind and create an unfavorable opinion never once intimating that such arbitraries are creations of their own; nevertheless it is true.

When the committees would meet the managements and submit along with working conditions a classified rate of pay, the company would usually say, "We cannot grant the rate demanded for such and such engine, or class of service, but we will grant initial and final terminal delayed time, switching en route, unloading company material, doubling hills, running for fuel, assisting others, or some other arbitrary allowance which will prove a financial benefit and improve working conditions," all of which was true, and the men accepted these propositions from time to time, the companies penalizing themselves by such arbitraries. Once in force the companies almost invariably fight their payment, though usually losing out in the end, yet the result has proven them an expensive luxury to the men. But rather than yield a point, or give up an established precedent, the issues are made and even though the principle is maintained, the financial loss is often ten, twenty, and sometimes a hundred fold greater than the claim. The question then presents itself, "Shall we give up the arbitraries?" Honestly believing they are "expensive luxuries," I would say yes, give

them up, but not until something equivalent thereto has been granted by the companies in return. They, and not the men were the creators of such conditions, and since they are harping about arbitraries, double compensation and unjust practices, say to them, Take your old arbitraries, lock, stock and barrel, but you must offset the loss incident thereto by a direct increase in the classified rates of pay, and until they do that there remains nothing for the men to do but hold the arbitraries, even though they be a bone of contention and an expensive luxury. I honestly believe we would be better off and relations would be more harmonious if arbitraries could be eliminated and a just compensation provided therefor and a standard working condition established that would be applicable to all alike.

As I see it, under average circumstances, arbitraries are an expensive luxury.  
F. E. WOOD, Div. 755.

### Eight-Hour Day

MINNEAPOLIS, MINN., Sept. 22, 1916.

EDITOR JOURNAL: Since the question of the eight-hour day came up, there has been a great deal said by the other side about the large pay that men in train service receive. I would like to call the public's attention to a few facts in that connection:

1st. Did it ever occur to you that the expenses of the men in train service are almost double what they would be, if they were at home all the time? They used to get meals for 25 cents, now they have to pay as high as 50 cents for the same service; and it is hard to get a bed for less than 50 cents. You all know the general cost of living is about double what it was three years ago. Besides this, their occupation is so very dangerous that it is necessary for them to carry all the life and accident insurance they can afford, for the protection of their families; and the premiums on same are much higher than they would be in less hazardous work.

2nd. They are giving the very best part of their lives to the railroad company, and after working a few years at this strenuous work, they are like an old



broken down machine, not good for anything else, but go to the scrap pile.

3d. They have to work several years to gain the responsible position they hold, and if anything happens that they lose their position with the company, what have they got? *Nothing*. They can not get the same kind of a job on another road. The best part of their life is gone, and they are too old to commence over again. You did not think of that, did you? But it is a fact.

4th. Did you ever stop to think who earns every dollar that finds its way into the strong box of the railroad company? Well, it is earned by the men in train service—yes, every dollar is actually earned by the men in train service. There is not a dollar earned until the train starts from the terminal with the freight, passenger, mail or express, as the case may be. So you see it is the men in train service who earn the money to pay the dividends to the stockholders, the high salaries of the officials, down to the lowest wages paid common laborers.

Now my friends, after reading these few facts, do you think the men in train service are overpaid, or do you think they should not have a shorter work-day so they can have a little time at home with their families, more than just barely enough to get a little sleep, and a meal before going out again?

They are scarcely home enough for their children to know them. You men that are at home all the time, with every night's sleep, don't realize that the men in train service miss all these home comforts, nor what they have to contend with out on the road in all kinds of weather, working day and night to get the trains over the road, earning millions of dollars every year for the railroad company. Don't you think they should have a shorter day and enjoy some of the comforts of this life, as others do?

Yours fraternally,

G. S. WEBSTER, Div. 357.

### Safety Regulations?

CLEVELAND, O., Oct. 5, 1916.

EDITOR JOURNAL: Some of the rules in operation here and there for the safe

movement of trains seem to be founded on the most illogical theory imaginable, if they can be said to really have any foundation whatever. One of these is the rule for regulating train movement over a piece of track that is unsafe for usual speed. On some roads there is an order issued, also a "Slow Board" calling attention to the matter, which is very proper, but in other places only the order or bulletin notice is used, and in still others only the "Slow Board" warns the engineer he is approaching track that is dangerous to run over at any speed exceeding that marked on the warning board.

The fault of the latter plan, you all know, is the possibility of not being able to find the "Board." If the only duty of the engineer was to keep a sharp lookout for "Slow Boards" he might, even then, get by one in a fog or a storm, but when the various other diverting duties demand his attention now and then, the likelihood of his getting by the "Board" is increased tenfold.

One of the worst wrecks the writer ever witnessed was due to a defective crossover, over which there was a slow speed limit made known to the engineer of the wrecked train through a message. The engineer was not familiar with the location indicated on the message, having been on another division for several years, and the land marks at that point having been changed somewhat during his absence, it being within the limits of one of our large cities, he was unable to locate the dangerous crossover in time to reduce speed before coming to it, with the result that his whole train of nine passenger cars was derailed, with fearful results. This proved the message was not sufficient in such a case.

But however wrong that practice may be it is not nearly so bad as the one where the "Slow Board" is the only warning provided. It may be surprising, even inconceivable to some, how such a regulation could exist; but it is no more strange than the theory on which it is founded, for when the matter was brought to the notice of the officer of a road who was responsible for a regulation of that kind, and its faults pointed out to him, he said

he was aware of all the possibilities relating to it, but added, that if the practice of forewarning engineers by bulletin or message, whenever the track was defective was adopted, they would eventually come to disregard all measures of caution for avoiding danger of which they were not forewarned. W. R. G.

### Jim Boggs

Jim Boggs was superstitious,  
That's what people used to say;  
He wasn't just like other men.  
Had a peculiar way;  
And I half believed the rumor,  
Till I fired for Jim a year,  
When things I couldn't see before  
Came to my mind quite clear.

Now Jim had one bad habit,  
Along with several more,  
For no matter what would happen,  
(And things happened him galore)  
He'd always frame a harmless fib  
To cover up his tracks,  
Though he never tried to shift the blame  
To other people's backs.

This habit, with his other faults,  
Like weeds grew thick and fast,  
Until what truth Jim e'er possessed  
Was rooted out at last;  
Until it seemed, to me at least,  
That tho' he'd sometimes try  
To tell the truth, he'd somehow fail,  
And wind up with a lie.

The people didn't say he lied,  
For that would sound malicious,  
By kindred feeling moved, perhaps  
They called him superstitious;  
For it didn't matter what went wrong  
With Jim out on the road,  
He'd have some spooky alibi  
And say, "I might a knowed."

Yes, if we stalled on Summit grade,  
With sand pipes plugged up tight;  
Or run right through a main track switch,  
Tho' the light was shining bright;  
Or lost one-half the engine,  
Through failure to inspect,  
Or cut the valves or cylinders,  
From naught but sheer neglect.

Why he wouldn't be perturbed a bit,  
Nor be the least surprised,  
He'd simply say, "It can't be helped,"  
Or, it's "Just as I surmised;"  
Then tell you how a yellow cat,  
Or, perhaps it might be black,  
Just "hoo-doo'd" him "back there a ways,"  
By running cross the track.

Sometimes it was a colored man,  
A brown mule or a grey,  
Or an organ grinder's monkey  
That he'd see along the way;  
Or he'd walk beneath a ladder,  
Or something of the kind,  
That he'd blame for all his troubles  
And at once relieve his mind.

Of course he got suspensions  
And was fired a dozen times,  
For some of the mistakes he made,  
Were little short of crimes;  
But still his faith grew firmer  
With the passing of the years,  
Till with tales of his misfortunes,  
He could move a stone to tears.

But like all mortals, good and bad,  
Jim went to his reward,  
And whether the road led up or down,  
The trip, for Jim, was hard;  
And if he failed to land just right,  
It's the safest bet to play,  
That he saw a "coon," or walked  
Beneath a ladder on the way.

T. P. W.

### E. A. Campbell, Div. 4

TOLEDO, O., Sept. 29, 1916.

EDITOR JOURNAL: I am writing here a short history of myself, believing it might interest some of the Brothers I may have met in my railroad life. I have been a



Bro. E. A. Campbell, Div. 4

member of the B. of L. E. for 36 years and was retired from active service on the Toledo Division of the New York Central two years ago on account of an injury received on duty.

I am also a member of the pension association.

I was born December 3, 1849, on a farm in Wayne County, Ohio, where my dear old mother died in 1865. We then moved to DeKalb County, Ind., on a farm southwest of Butler, on the Air Line division of the Lake Shore Railroad. Father died there in 1872, after which I came to Toledo with my brother, who was then engineer of a switch engine in the Toledo yard of the Lake Shore Railroad. I got a posi-

tion as fireman in the same yard, where I remained until 1877, when I ran a switch engine, but part of the time was an extra fireman on the road.

I was transferred with some others from the Michigan division in November, 1877, to the Toledo division, where I remained until retired, although I did serve one winter on the Detroit division, during that time with engineer Jesse Darling.

The young men of today do not realize the many inconveniences we had to contend with on the railroad thirty or forty years ago. I could relate, if space would permit, enough odd experiences to fill a book. Everything we had to work with was crudely constructed. We had neither water glasses nor injectors; firemen had to go out on the steam chests to oil the valves, while the trainmen had to couple cars with links and pins, which was dangerous work at any time, especially when the draw bars were of different heights. We also had only the hand brakes on engines and cars.

Wishing good luck and prosperity to all the Brothers everywhere, I remain,

Fraternally yours,

E. A. CAMPBELL, Div. 4.

### Bro. Geo. E. Scott

EDITOR JOURNAL: Brother Scott was born in Dresden, O., August 15, 1851. Later the family moved to Muscatine, Ia. At an early age Brother Scott left school and aided in supporting a large family.

Brother Scott's railroading career began in October, 1868, in "the good old days" when a tie-up or a washout meant a dance, and when red tape was unknown. His first experience was firing a switch engine for the Rock Island Road at Des Moines, Ia.

In February, 1869, he was transferred to the main line with engineer P. H. Wells. The most of Brother Scott's firing was done with engineers J. E. Mosley and Fred Gould, both of whom have passed to the great beyond.

Brother Scott was promoted to engineer in November, 1870. He served three years on the switch engine at Brooklyn, Ia. Later he moved to Rock Island, Ill.,

and was assigned to the main line of the Rock Island Road. Here he served as a passenger and a freight engineer until February, 1898, when he voluntarily retired from service.

In Brother Scott's career running a locomotive his record is well-nigh perfect, for he never was in an accident, but was instrumental in preventing several.

One of his favorite firemen was Nat Downs, who carried his fiddle in his tool box. Others were Jack Quinlan and



Bro. Geo. E. Scott, Div. 238

Billy McGrath, all of whom are yet in active service as engineers.

Brother Scott joined B. of L. E. Div. 60, in April, 1874, then located at Davenport, Ia., later at Rock Island, Ill. He held the chair of first engineer, Chief Engineer and other offices. In 1908 he was transferred to Div. 238, Tacoma, Wash., of which Division he is now Chaplain.

About a year ago Brother Scott was made an honorary member of the Grand International Division, and is the proud owner of a G. I. D. badge for which he wishes to thank all members of Divs. 238 and 60.

Brother Scott was married in November, 1871, to Miss Belle Overman, of Ataliassa, Ia., who is still spared to con-

tinue to add to his happiness. He has also a son and daughter living in Tacoma, Wash. Brother Scott has been employed for the past 10 years in the coach painting shop as painter at the Northern Pacific Shops, South Tacoma.

Fraternally yours,  
J. D. SMYTH, S.-T. Div. 238.

### Bro. A. W. Spencer, Retired

September 13, 1916.

EDITOR JOURNAL: On September 1, 1916, the Boston & Albany Railroad retired, on pension, another of its engineers who had reached the seventy-year mark—Bro. A. W. Spencer, of Bay State Div. 439.

Brother Spencer was born in Salisbury, Vt., August 3, 1846. He worked on his father's farm until he was 21 years of age and then came to Massachusetts. He went to work as assistant foreman on the track for the Boston, Hartford & Erie R. R., a road which afterwards became the New York & New England and is a division of the New York, New Haven & Hartford R. R. Brother Spencer went firing on the Boston & Albany on February 13, 1868, and began running July 17, 1870. He spent ten years in freight service and about two years in "spare" passenger running. In the year 1882 he bid in a through passenger run between Boston and Springfield, Mass., and has been in that service ever since.

In the year 1902, after the New York Central leased the Boston & Albany, the passenger service was changed into one short division between Boston and Worcester, a distance of 44 miles, and one long division between Worcester and Albany, N. Y., a distance of 156 miles. When this change was made, Brother Spencer bid in one of the hardest runs between Worcester and Albany and held it seven years, making three round trips a week. During that time ten different men ran opposite to him.

His life in the cab has been so uneventful that we quote from a familiar poem:

"So even ran his span of life,  
His neighbors thought him odd."

He has been a member of Bay State Div. 439 since 1883 and when the pension plan was introduced became a member of



Bro. A. W. Spencer, Div. 439

it. He is enjoying excellent health in spite of the fact that 48 years of his life has been spent on the footboard of an engine, and when seen recently by a friend, was planning a vacation trip to Quebec and Northern Vermont.

Brother Spencer is to be congratulated for so many years of successful service and has the good wishes of his many friends in the B. of L. E. for a happy vacation of many years to come.

A. C. H., Div. 439.

### Bro. George W. Fry, Div. 52

BALTIMORE, MD., Sept. 26, 1916.

Bro. Geo. W. Fry was born October 23, 1836, in Shrewsbury Township, York County, Pa.

He went firing on the old Susquehanna Railroad in 1853 when but seventeen years old. He left that road in December of that year to go on the B. & O. R. R., where he fired until May, 1856, being promoted to engineer at that time. He remained there until June 1, 1863, making a total of nine years' service on that road.

He then went to the Northern Central R. R. as engineer, running there continuously from June 1, 1863, until June, 1906, when he was retired on pension at

the age of seventy years, having run an engine for fifty years.

Brother Fry knew John Brown of Harper's Ferry fame, who he said was a quiet, mild-mannered old fellow. He also knew President Lincoln, carried him on his engine once, and ran the pilot engine that preceded the funeral train of the martyred President over the Northern Central.

He was running the engine of the train



Bro. Geo. W. Fry, Div. 52

on which Rutherford B. Hayes was riding at the time he received notice of his election to the presidency and hauled General Grant a number of times before and after he became President.

Brother Fry also hauled the funeral train of President McKinley from Harrisburg to Baltimore, and all in all has had an interesting career, both as a railroad man and a Brotherhood man.

He became a member of the National Protective Association of Locomotive Engineers of the United States (or Foot-board) December 17, 1867, at Baltimore, Md., holding membership in that Association up to November 17, 1864, when he was transferred to the Brotherhood of Locomotive Engineers reorganized at Indianapolis, Ind., August 17, 1864.

He was admitted as a member of Monumental Div. 52, B. of L. E., November 17, 1864, and is the only living charter member of that Division. He was five times a delegate for Div. 52:

The first time at a convention held in St. Louis, Mo., October 16, 1872; the second in New York City, October 27, 1875; the third in Baltimore City, Md., October 19, 1881; the fourth in Norfolk, Va., May 14, 1902; the fifth, in Memphis, Tenn., May 9, 1906.

He was made Secretary-Treasurer of the Life Insurance Association of Div. 52, November 8, 1871, retiring December 31, 1914, and is its oldest member, paying the first assessment May, 1868. He was also elected Treasurer of that Division February, 1874, and served in that capacity until January 9, 1911, making a total of 37 years.

May 1, 1875, he helped to organize the Mutual Aid and Beneficial Association of Monumental Division 52; was elected its Treasurer, held the position up to January 31, 1911, and during his long term of office handled more than \$50,000. From November 8, 1871, to December 31, 1914, he was Insurance Secretary of Monumental Division 52, and during that period there passed through his hands upwards of \$150,000.

Brother Fry has a host of friends who hope that he may live to enjoy many more years of health and happiness among them.

Fraternally yours,  
C. T. FREY, Div. 360.

### Railroad Men's Home

HIGHLAND PARK, ILL., Oct. 2, 1916.

EDITOR JOURNAL: The following donations have been received at the Home during the month of September, 1916:

#### SUMMARY.

Grand Division, B. of L. E.	\$ 75 00
Grand Lodge B. of L. F. & E.	40 00
Grand Division, O. R. C.	30 00
N. Y. Central boys of Youngstown, O.	3 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 377, B. of R. T.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
B. of R. T. Lodges	7 00
	<b>\$159 00</b>

#### MISCELLANEOUS.

One quilt from Div. 327, G. I. A., Hillyard, Wash.  
Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas., and Manager.

Digitized by Railroad Men's Home



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. EFFIE E. MERRILL, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1627 Sherwin avenue, North Side, Chicago, Ill.

### Thanksgiving Again

BY EMMA A. HOPPER

Come, now, put your books away;  
There's a jolly holiday;

There's vacation while we celebrate, as did they  
long ago.

The fullness of the earth,  
And the sweetness and the worth  
Of the blessings that we all of us may show

Buckle to with all your might;  
Make the hearth burn high and bright;  
And polish up the candlesticks and make the par-  
lor snug,

And throw wide the doors, and see  
If perchance there may not be  
A few late flowers left to fill the ancient parlor jug.

For see! comes up the road  
Such a jovial wagon load,  
Such a troop of blithe relations come to spend the  
happy day:

Aunt Cornelia, Uncle Jim,  
Cousin Kate and little Sim,  
Jack and Phebe—all in spick-and-span array.

Set the table, spotless white,  
Long and wide, a goodly sight;  
For there comes a spicy odor from the kitchen—  
nay, a score;

Turkey, wee pig—safe to say  
We are sure to get today  
Better dinner than we ever had before.

Then, in' cheery, circling row—  
While perhaps the first soft snow  
Tinkles gently on the windows—we will seek the  
hearthstone blaze.

Talk and laugh, crack jokes and be  
Glad, and wish most heartily  
We may see a-many more Thanksgiving Days.

### Thanksgiving Day

BY W. B. HOLDEN

Of all our national holidays, we have only one that is unique. Christmas and New Year's we celebrate in common with the bulk of Christendom; Washington's Birthday finds its counterpart in many countries, and we are not the only nation, by long odds, that celebrates an Independence Day. But, so far as we know, no nation has a day set apart for the giving of thanks for the mercies and blessings received from the Giver of all good.

In other countries there are Thanksgiving days, but they are celebrated at irregular intervals and owe their origin to peculiar causes.

Some years ago, England had a Thanksgiving Day over the recovery of the Prince of Wales from a severe illness, and similar thanksgivings have been held in all European countries. In Russia, when the Czar escapes one of the numerous attacks on his life, a Thanksgiving Day is appointed to give thanks; and in Oriental countries it is usual to appoint days of thanksgiving to celebrate such weighty events as the coming of age of the ruler's eldest son, the marriage of his daughter, the birth of an heir, and so forth. But these days have nothing in common with our Thanksgiving Day.

The first Thanksgiving Day of which we have any record was held in Plymouth Colony when Governor Bradford was at the head of the affairs.

In the autumn of 1621—the exact date is uncertain—the governor sent out four men to gather game, so that the whole colony might "rejoice together" after they had garnered the fruit of their labors. The following year (1622), at the same season, after the abundant harvest was collected, the colonists assembled, and, according to an old chronicle, "solemnized a day of thanksgiving unto the Lord."

At this celebration, according to tradi-

tion, Massasoit and his court attended and feasted with the whites.

Then Thanksgiving Day seems to have been forgotten until 1631, when it was revived under peculiar circumstances. The harvest of the previous year had been very poor, and during the winter provisions of all kinds were so scarce that the colony was in actual danger of starvation. The 22d of February was appointed to be observed as a fast day, but before that day came a vessel arrived from Europe, laden with provisions. Governor Bradford was quick to take advantage of the changed state of affairs, and issued a proclamation changing the day of fast to one of feasting. This was the first Thanksgiving Day by regular proclamation.

New Netherland (afterwards New York) observed Thanksgiving Day occasionally, and Governor Kieft proclaimed a public thanksgiving to be held in February, 1644, on account of a victory over the Indians; and again, in 1645, because of the conclusion of peace.

There were occasional thanksgivings in the several colonies for the next hundred years, but no general observance until the time of the Revolution. In those gloomy days, when one might suppose that the struggling colonies had little to be thankful for, the Continental Congress issued an annual thanksgiving proclamation, from 1775 to 1782, inclusive.

But there was no fixed date, varying from as early as April 6 to as late as December 11. The latter date occurred in 1776, when there were two thanksgiving days; the first being on May 16.

Washington, as general of the army, issued a proclamation for thanksgiving by the Continental Army on December 18, 1777, and again at Valley Forge, May 7, 1778; and during his presidential term he appointed two Thanksgiving Days—November 26, 1789, and February 19, 1796.

This custom was followed by successive Presidents, from time to time, but President Lincoln was the first President to issue a thanksgiving proclamation on two consecutive years.

Gradually the state executives fell into line, so that the custom is now general in all parts of the Republic, and Thanksgiving Day is now a legal holiday.

The last Thursday in November has been agreed upon as Thanksgiving Day, without any special reason therefor. It has been maintained that a day in September would be more suitable for several reasons. It would mark the close of the harvest season and would also be more conveniently placed between Independence Day and Christmas. But, in all probability, it is now firmly fixed in our National calendar.

The observance of Thanksgiving, at first a day of rejoicing, gradually became a religious ceremony, especially during the Revolutionary period. Then, with more prosperous times, it developed into a day of rejoicing and family reunions, and in New England almost entirely supplanted Christmas.

At the present day it is a minor Christmas, wherein religious observances are combined with sports and jollity.

The giving of presents has never prevailed on Thanksgiving Day, but it is none the less a day of pleasant reunions and family gatherings. We have not all harvests to be thankful for, but we all participate in the general prosperity of the country. Indeed, it is doubtful if there is one person, young or old, who can look back a twelvemonth and not see many events to be thankful for.

As a nation we have very few holidays and we cannot afford to ignore those we have. So to young and old we say, keep Thanksgiving Day with all your might, return thanks for the blessings of the past and pray for the blessings yet to come.

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### Dollars and Sense

BY H. J. BARRETT

"What gave me my start?" said the general manager of a good-sized industrial plant in response to the interviewer's question. "That's easy. Here's the answer," and he extracted two small pieces of steel from his vest pocket and handed them to the writer.

"I carry them as a talisman," he explained. "Although they look very insignificant and measure but two inches long by about three-eighths of an inch square, they played a big part in my success."

"For some years after learning my trade as a mechanic I drifted from job to job with little thought for the future. My pay envelope sufficed for my needs; I was more genuinely interested in the baseball scores than in my work.

"One day I read an article in a newspaper covering an interview with a man who had accumulated a fortune. The subject of the article explained that it wasn't until the idea gained lodgment in his mind that it was the extra knowledge that a man gained about his work from study outside business hours which increased his value that he began to move ahead.

"There's something in that," I reflected. "I ought to read along the lines of my work whenever I get time." That day I subscribed to a couple of trade magazines. Thereafter when they arrived I devoted two or three evenings to a thorough perusal of their contents. Some two or three months later my attention was attracted to an ad in a medium which I'll call the *National Mechanic*. It dealt with a new high speed or self-hardening steel for cutting tools to use in our patent tool holders for lathe and planer work. Samples were offered for \$1. I sent the dollar. A few days later I received the two pieces I've just shown you. Next day I tried them out in the shop. I found that they permitted me to about double the speed of my machine. This meant double the output.

"For the next few weeks I smashed all records. They began to call me the speed demon. No one knew my secret. As it was my initiative which had achieved this result, I figured that it was purely my own business. Shortly after this a vacancy occurred. The job of night foreman of the toolroom and tool-makers was open. I was selected. It carried a raise of \$4 a week.

"As mine was a night job, I set aside three hours every afternoon for study. I obtained access to all files of many technical journals and studied them closely. I began to turn in written suggestions to the office. One advocating the services of a combustion engineer to study the needs of our power plant resulted in the retention of such a man who, after a few

days' investigation, recommended changes which resulted in a saving of over \$5,000 annually for coal.

"It was not long before I was appointed day foreman. I kept up my studies, pursuing them evenings. My research along lines of scientific management wrought many economies. Gradually I went ahead. It was about five years after my initial impulse that I became assistant general manager. My appointment to my present position came with the retirement of the general manager. But it all started with those two little pieces of steel that I showed you."

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### Simple Remedy for Hay Fever

Here's a new hay fever cure that doesn't require a doctor, patent inhalers, closed rooms, steaming oil, powder to snuff up the nose, a lake or ocean trip, or a sojourn in the northern woods.

Just quit eating starch and sugar!

Cut every article of food that contains starch and sugar out of your diet!

Don't eat potatoes, beans, peas; don't eat bread, cereals, rice, pie or cake!

Live on fresh vegetables, fruits, and salads, and what little meat you need in hot weather.

But don't eat bananas.

Leave sugar out of your tea and coffee.

Don't eat ice cream.

By thus getting the excess starch and sugar out of your system you will be in better shape to throw off the attacks of the weed pollen that excites hay fever—a disease that brings annual misery to two million persons, 2 per cent of the American population.

Keep away, if possible, from the dust of hay fever weeds. Its absence will help you, but if you follow this diet you'll find relief anyhow.

Weeds that produce hay fever are those with small flowers, whose pollen is distributed by the wind. Ragweed causes 85 per cent of America's hay fever. It is found in vacant city lots, beside country roads, in neglected fields.

When you see a plant that is (1) wind-pollinated, (2) grows in great abundance and (3) has inconspicuous, scentless flowers with much pollen, look out for hay fever!



Such weeds are the three varieties of ragweed (common, giant and western), false wormwood, marsh and western elder, carelessweed, cocklebur and yellow-dock.

Grasses also excite hay fever in many cases, including some cultivated grains.

Ragweed pollen has been known to travel several miles in the wind, showing why persons sometimes have hay fever although there is apparently no hay fever weed near them.

### The Soda Bath

The soda bath is excellent for persons who have rheumatism or kidney trouble, but should not be taken more than once in ten days. Dissolve one pound of baking soda and one pound of washing soda in boiling hot water, put it into the bathtub and then fill the tub nearly full of water as hot as it can be borne. Submerge the whole body to the neck and lie in it for ten or fifteen minutes. Then rinse the body with water which is cooler in temperature but not cold. It is best to take this bath at bed time, but if taken during the day, rest for an hour and a half or two hours afterwards.

### Indian Summer

BY HARLOWE R. HOYT.

The gray squirrels bark in the hickory tree,  
The black crows ride on high;  
The foxes hide in the thickets, pied  
With yellow and crimson dye;  
And a smoke-blue haze is on hill and plain,  
For Indian Summer is here again.

Indian Summer, of nut-brown hue,  
Wearing his braggart paints of war,  
Stalks through the land, and on every hand  
Gathers his victims, near and far;  
And the falling leaves on the withered grass  
Mark where his silent footsteps pass.

You will find his camps on the countryside  
In many a field of maize;  
Where the brown shocks be is his snug tepee,  
He sleeps at the bonfire's blaze;  
And the wine-red moon of the harvest night  
Is stained with the blood of his war club's might.

You can hear him steal through the bushes brown,  
If you listen and hold your breath;  
And you know he'll fly when the winter's night  
And autumn has met her death;  
So onward his restless spirit goes  
To the Kingdom of Seasons that no man knows.

A LOCOMOTIVE without steam is dead, useless. A man without energy is like the steamless engine.

Get the pressure—swing the indicator hand chock up to the pin. There are wheels to turn, if you would move ahead on the track of success. How much pressure do you register?

Steam used tooting the whistle "just to hear it blow" is steam wasted—it's needed to work the pistons. Energy wasted in blowing about your ability is misspent. Save it for your business.

You'll need lots of steam when you hit the upgrade. If you come to a place where you can "coast," store it up against the hard pulls up the incline. Don't open the valve and let it blow away just because the running temporarily is easy. You're liable to strike a hill at almost any time.—*Gospel Herald*.

### Tomorrow

BY ANNIE MILLER KNAPP

A world of hope springs up in the heart at the very word.

Today with its triumphs and disappointments has sunk into oblivion with the setting of the sun, and star of promise peeks out of Empyrean.

Hope again springs within us.

We seek our pillow, tired and exhausted, perhaps, with a lullaby of cheer singing us to sleep.

Tomorrow!

We rise early and watch the pearly dawn bedeck the east and we hail the new day as did Columbus a new world.

Infinite in its possibilities and opportunities we meet it with outstretched hands, determined to wrest from it the best it can give.

The yesterdays of life are forgotten and we press forward with stout hearts and unafraid.

Tomorrow!

We could never solve life's problems were there no bright, hopeful tomorrow beckoning us through the night.

Tomorrow is the soul's hope.

Let us extol today and make the most of the living present, but let us not forget to pay tribute to the upbuilding power of the hope that lies in the promise of tomorrow.

Without hope we are as nothing.

We cannot compass all that we would

do and be in a single day and we need the guiding star of a tomorrow to lead us on.

Tomorrow!

The soul would be ice without that star of hope.

### Twenty-fifth Anniversary

Division 106, San Francisco, Cal., celebrated its 25th anniversary on Sept. 12, at the regular place of meeting.

A reception was held at noon preparatory to a one o'clock luncheon, which was held in the banquet hall. The tables were decorated with flowers and ferns and about 100 sat down to partake of the tempting viands provided.

The guests consisted of Sisters in the vicinity and Brothers of Div. 161. The charter members present were the honored guests.

The President, Sister Tenny, called upon the Past Grand Chaplain, Sister Bowley, who gave thanks for the many blessings received.

The large birthday cake was made and beautifully decorated by Sister Hickey, a Past President of our Division.

The tasty place cards, arranged by Sister Minnes, were tied with our colors to teaspoons and given as souvenirs.

Adjourning to the hall our President seated the charter members on the rostrum, called to order and gave words of welcome, and invited all to join in an open meeting. Sweet songs were sung by Sister Duffy of Tracy Division, with Sister McGowan at the piano. The first President, Sister Bowley, gave a talk relative to the organizing of the Division under the direction of our Grand President Sister Murdock, who was making a tour of the West at that time. Many details of the early work were reviewed and brought to mind incidents of interest to the new members. Some of the work of our second President, Sister Steward, was rehearsed. She has been our counsellor ever since and is beloved by all. The wonderful growth and advancement of the Order as a whole was dwelt upon, as was also the assistance given the B. of L. E. to whom we look with pride.

The roll call of Sisters and Brothers who have departed this life was very impressive and memory of their good deeds revived.

The banners of earliest days were exhibited, the altar cloth given by Sister Prouty, and the gavel and block, made by Brother Stewart from pieces of horn, and presented at our third meeting.

The kindness and help of this Brother at all times led to all the honors that we bestowed upon him. A beautiful silver vase, in basket form, filled with pink carnations, was presented by Sister Sharp. This was a gift from Div. 156.

A silver cake knife was presented, from Div. 126, through Sister Thompson. These gifts were graciously received and fully appreciated. Flowers, messages, and words of love and good will from all Divisions represented were received and responded to by the President. Sister Hickey, our third President, gave recitations, humorous and otherwise, in her pleasing manner.

She also presented the charter members with silver spoons from Div. 106, and handkerchiefs, the handwork of Sisters Riley and Armstrong. The Grand President had donated a beautiful G. I. A. pillow to be raffled off for the benefit of the Division.

Sister McGuire, of Oakland, held the lucky number and received the pillow. In closing, Auld Lang Syne was sung with spirit, farewells were spoken, and it was remarked that in twenty-five years more some who were present today will meet and recall incidents of our delightful Silver Anniversary. SISTER OF 106.

### Wedding Anniversary

Brother O. L. Yowell and wife, Secretaries of Div. 69, B. of L. E., and 247, G. I. A., of Grand Forks, N. D., celebrated their 25th wedding anniversary Sept. 9th, and in honor of the occasion the members of the two Orders and many friends gathered at their home and gave them a pleasant surprise. Even the clock suspected that something unusual was taking place, for it stopped as the self-invited guests entered the house. Music and cards afforded the pleasure of the evening. At a late hour lunch was served, and last, but not least, a gift of sterling silver knives and forks was presented to Brother and Sister Yowell, as a token of loving friendship. by A GUEST

### Union Meeting in New England

The third union New England meeting was held with Div. 61, Springfield, Mass., on September 21. Fourteen Divisions were represented with over 200 in attendance. The meeting was called to order by the President, Sister Harris. Sister Murdock, Grand President, and Sister Cook, A. G. V.-President, were escorted to the rostrum and given the grand honors. The hour for lunch soon arrived and meeting was adjourned until 2 p. m., when ritual work was resumed.

The beautiful memorial service was exemplified by Div. 99 in a very impressive manner. Divisions 155, 61, 99, 281, 224, each put on some form of the ritual work, and all merit great praise for the excellency of their work. The interest manifested by the visiting Sisters was appreciated, as many of them had come a long distance to assist in making the meeting a success.

Division 259 will hold the next union meeting in the spring, date to be announced later. In the evening, Brothers and Sisters listened to one of the Grand President's uplifting, inspiring talks regarding the work of the G. I. A.

She especially dwelt upon the benefits of insurance, urging every eligible member to carry it. She also fully explained noble work being done with the Silver Anniversary Fund, and asked all to be enthusiastic in their support of the same.

We are justly proud of Sister Murdock and the splendid leadership. New England is also proud of Sister Cook for the work she has done for the Divisions in this part of the country. She is held in great esteem and is loved by all. After the talks there was a musical program given by Sister Burns and Brother St. Denis, and Hazel and Sheldon Willard.

Sister Pease gave a recitation, and last, but not least, refreshments were served, and it was declared by all to be the end of a perfect day. F. J. FLAGG.

### Indiana State Meeting

Div. 128, Indianapolis, entertained the Indiana State meeting on Oct. 5th. The day previous the Division was inspected by Sister Wilson, Pres. of the V. R. A.

Visitors coming in on the noon train were invited to the hall and were interested spectators of the almost perfect ritual work done by Div. 128, with Sister Simms, President, in the chair. The Division is certainly one of the best in the G. I. A. Sister Cassell, who was the Organizer of 128 many years ago, was among the visitors, and expressed herself as being proud of this, one of her eldest children. The glorious October weather was simply perfect and brought out many from all over the State to the semi-annual meeting. On the morning of the 5th, Sisters Wilson, Boomer, Cassell and Garrett, representing the Grand Office, and Sister Lockhart, President, of Div. 65, were given an auto ride through the kindness of Mr. and Mrs. Rowe and Sister Heller and daughter.

They arrived at the hall at 11 a. m. to find it well filled with eager Sisters who had come to enjoy the day with Div. 128.

Fifteen Divisions were represented, with nearly 200 members. After the Grand Officers were brought in with form, Sister Simms, President of 128, opened the meeting and the work of the day began.

The various Divisions of the State took part in the several forms of the ritual and all did themselves credit.

These State meetings have a dual effect, that of promoting sociability and perfecting the beautiful ritual work of the Order.

It is a real pleasure to attend these meetings held in Indiana and witness the true fraternal feeling which seems to exist, while Sisters from afar are made to feel at home by the hospitality extended to them. At the noon hour a chicken dinner was served in a lower hall by the ladies of the Westminster Presbyterian Church, and it was a happy crowd that sat down to the excellent repast. At the afternoon session, Sister Wilson, Inspector, was the recipient of a token of esteem from Div. 128, and she accepted the same in a few well-chosen words of appreciation.

Grand Officers and visiting Presidents were called upon for remarks. All expressed themselves as pleased to be guests upon this occasion and complimented the Divisions on the work done. Insurance and the Silver Anniversary Fund, things in which we are all justly interested were

discussed and gratitude expressed because of the averted strike, which had caused many anxious hours to our loyal women. Early in the evening the meeting was at an end and the visitors were given time to take in the sights of the city, which was in gala attire, celebrating its Centennial. A theater party was given later on, which brought the beautiful day to a close. The Grand Officers were entertained while in the city by Brother and Sister Rowe and Brother and Sister Simms. All returned home well pleased with the day spent with the Sisters of Indiana.

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### New Divisions

CANADIAN NORTHERN DIV. 553 was organized on September 8, at Rainy River, Ont., Can. Sister L. L. Callier, of Div. 84, was the organizer, and the new Division starts out with 19 charter members, 14 of whom were present at the appointed time.

The work was done in the afternoon to the satisfaction of all, and meeting was adjourned until evening, the members having decided to hold public installation, to which the Brothers had been invited. The hall was beautifully decorated with flowers and ferns, and about 50 were present to witness the ceremony of installation. The Brothers were enthusiastic over the manner in which the work was done, and expressed their pleasure at having this new Division organized in their own home town. The Division is composed of women of ability, in fact the best material Canada can produce, and there is no reason why this Division should not rank with the best.

Interesting talks were made by the Brothers present, which were full of encouragement and complimentary in every way.

The Sisters served an elegant supper, after which the evening was spent in progressive whist, music, and in having a good social time. At an early hour—in the morning—as the night was well spent, all took their departure, well pleased with the fact that they were allied with such a noble Order.

ORGANIZER.

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DIVISION 327, Hillyard, Wash., was inspected on Sept. 11, by Sister Campbell,

A. G. V.-President of Div. 154. Upon her arrival she found the Division in perfect trim and actually breathing prosperity. Sister Conley, President of 154, and members of same Division were with us from Spokane, and had nothing but words of praise for the manner in which the work was done and for the program of the day. We had made a lovely comforter for the Highland Park Home, and we displayed this to our visitors with pride, after which we forwarded it to its destination.

We have a neat sum in our treasury and all debts paid. Since July 1st have taken in ten members, and are meeting in a hall after meeting for more than a year in the homes of members, for lack of funds to pay hall rent. We felt very proud to meet our inspector under these new conditions. To show our gratitude to Sister Campbell for her kindness to us, our President arranged a unique way to present her with a token from the Division.

Just before closing the Sentinel blew a whistle and the President announced "Campbell's Special," when little Eloise Yeager, looking like a fairy, entered, drawing a miniature engine with one small flat car, upon which was a lovely brass vase, filled with American beauty roses. The engine was drawn with streamers of ribbon, and as the little girl approached the rostrum she was met by the President, who made the presentation to Sister Campbell in a few well-chosen remarks. Our Inspector was greatly impressed with the novel and unusual mode of presentation and responded with some pleasing remarks, after which all were invited to partake of a bounteous repast. This over, we adjourned, all declaring they had a most enjoyable and splendid time.

J. S.

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### Division News

DIVISION 507, Raleigh, N. C., with their families held their annual picnic at Pullens Park.

Notwithstanding the distant peals of thunder, a large crowd was in attendance and at supper time it was a jolly crowd that gathered around the table. An occasional rain-drop would remind us that

it was perfectly proper under the circumstances to hurry a little. The table was cleared none too soon, for the rain began to descend in earnest. We gathered in the pavilion and waited patiently for the colored band from the city; after their arrival dancing was enjoyed until a late hour. Many enjoyed a dip in our Raleigh pool, and others rode on the merry-go-round, and there was not a dull moment, although some reached home well drenched with the rain; but that was considered part of the day's fun.

We all enjoyed the annual picnic, and make the most of it when it occurs.

W. H.

DIVISION 150, Kansas City, Kans., had the honor of entertaining the Inspector, Sister Carrie B. Downes, of Parsons, Kans., recently. Sister Downes endeared herself to all present and the day passed swiftly away. Dinner was served at the Grand Central Hotel, and our ever faithful Sister Dennison kept everyone guessing what would come next. After the day's work was done, Sister Lewis escorted Sister Downes to the train and we were all sorry that we could not have her with us often, and take this opportunity of expressing ourselves as more than pleased with Sister Downes and appreciative of her patience with us.

We trust she will visit our Division often.

SEC. DIV. 150.

DIVISION 345, Nevada, Mo., entertained the auxiliaries to the B. L. F. and E. and B. R. T. at the pretty home of the President, Sister Pierson, on Sept. 14th. The rooms were decorated with the Order colors and cutflowers. Quite a number responded to the invitation and all seemed to enjoy the evening, which was spent in having contests and games, while music was furnished by Wiley & Co. Sisters Korb and Farley assisted the hostess in serving dainty refreshments, making the occasion one long to be remembered. On the 19th Sister Carrie B. Downes arrived in our city for the purpose of inspecting Div. 345 and was the guest of Sister Shultz during the time she was here.

On Sept. 20th an all-day session was held in which to do the work. At noon all present took dinner at the home of Sister

C. A. Heffner and late in the afternoon luncheon was served in the hall. When all were seated at the table, Sister Pierson, in behalf of the Division, presented Sister Downes with a souvenir spoon.

Brother and Sister Shultz extended the courtesy of a drive around the city in their car, which was appreciated by the Inspector.

SEC.

ON Sept. 8 the members of Div. 330, Trinidad, Colo., had a surprise party, in the nature of a handkerchief shower, on their President, Mrs. L. C. Murray, at her home on Frost avenue. It was a complete surprise when Sister I. G. Ward, in behalf of the Sisters, presented Sister Murray with many small packages containing the tokens of good-will - from all the donors.

Refreshments had been provided by the invading party, and after this had been partaken of, the afternoon was spent in a social way and enjoyed by all present.

MRS. JOHN SHALLER.

FROM Canada word has reached us that Sister Mains, A. G. V.-President, has been busy inspecting Divisions in Quebec and the Maritime Provinces. The following Divisions were visited and inspected by Sister Mains in the month of September: Belleville, Richmond, Chaudiere, Curve, Quebec City, Riviere du Loup, Halifax, Sidney and Glace Bay. At all places Sister Mains was met and entertained in a most royal manner, and expresses herself as being well pleased with the trip and the work accomplished.

DIVISION 99, Boston, Mass., has settled down to business again, much benefited by the summer vacation. We had many good picnic parties during the summer which were well attended.

Our last trip was to Springfield, Mass., to attend the New England Union meeting, where we met our Grand President and Sister Cook. Div. '61 did themselves proud both in the work and entertainment. We missed a great many faces from our own Division, as many were unable to attend because of sickness, but we hope to see them next June in Portland, Maine, as we know that will be an enjoyable occasion. COR. SECRETARY.

TRINIDAD, COLO., members of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, met Wednesday, Sept. 6, to entertain and be inspected by the Assistant Grand Vice-President of the organization, Mrs. T. Hinchcliff, of Denver. The hall was decorated in flowers.

During the morning Mrs. Hinchcliff inspected the books of the local organization, giving instructions and assistance along with the general inspection. Grades were given according to the work done, and Trinidad Lodge holds some of the best grades in the State.

At noon the ladies were served with a delicious four-course lunch at the Bluebird Tavern.

In the afternoon session the ritualistic work was put on for the inspection of Mrs. Hinchcliff, who announced it perfect in every detail. The success of the work is largely due to the untiring efforts of Mrs. L. C. Murray, the local President, and the assistance rendered her by all officers of the local lodge.

Mrs. Hinchcliff was presented with a beautiful cut glass sugar bowl, as a symbol of the appreciation for her interest in Trinidad G. I. A. to B. of L. E.

A NEW Division of the G. I. A. to the B. of L. E. was organized at Erwin, Tenn., on Sept. 14, and the work was exemplified on the 15th. Nineteen new members were received into the Order and we have every encouragement to believe that much good will be done for our G. I. A. Pride of Erwin Division No. 151 has the hearty cooperation of the Brotherhood, and for their assistance and many kindnesses we extend our sincere thanks. To Sister W. O. Bayless, of Div. 71, who accompanied me and acted as marshal and guide, I wish to express my appreciation.

Our work is worthy of all the labor we give, and the beautiful principles of our Order teach us the sacred responsibility of assisting in the uplifting of mankind.

In organizing this Division we wish that only good may come to the members, and that each one may realize that the many little acts of kindness and love make this great and beautiful Order what it is today, and that they as members of the G. I. A.

have the blessed privilege of assisting in the promotion of love and sociability between the families of the members of the B. of L. E. They may comfort and protect the widow, donate toward the maintenance of the Highland Park Home, and lastly give to our "greatest charity," the Orphans' Pension Fund.

MRS. J. R. CRITTENDEN,

A. G. V.-Pres.

### Membership, Quarter Ending Oct. 1, 1916

Total membership July 1, 1916.....	25,383
Total number admitted during third quarter .....	198
Total number forfeited during third quarter by withdrawals, transfers, suspensions and death.....	63
Total gain during third quarter.....	135

Total membership Oct. 1, 1916..... 25,518

Respectfully submitted,  
MRS. EFFIE E. MERRILL, Grand Sec.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Nov. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Oct. 31, 1916.

#### SERIES A

##### ASSESSMENT No. 215A

Rutland, Vt., Sept. 9, 1916, of embolism of heart following operation, Sister W. E. Sweeney, of Div. 119, aged 61 years. Carried two certificates, dated November, 1899, payable to children.

##### ASSESSMENT No. 216A

Schenectady, N. Y., Sept. 10, 1916, of heart failure, Sister May L. Miner, of Div. 196, aged 39 years. Carried one certificate, dated March, 1913, payable to Elizabeth Coulter, daughter.

##### ASSESSMENT No. 217A

Chicago Junction, O., Sept. 29, 1916, of cerebral embolism, Sister Lillie Fox, of Div. 192, aged 46 years. Carried one certificate, dated January, 1909, payable to Albert W. Fox, husband.

##### ASSESSMENT No. 218A

Buffalo, N. Y., Sept. 30, 1916, of pneumonia, Sister Mary Greenan, of Div. 79, aged 63 years. Carried two certificates, dated June, 1900, payable to Olive Greenan, daughter, and Royal Div. 79.

##### ASSESSMENT No. 219A

Norfolk, Va., Sept. 30, 1916, of paralysis, Sister E. J. Vellinea, of Div. 222, aged 47 years. Carried one certificate, dated April, 1908, payable to Edward J. Vellinea, husband.

Members will pay their Insurance Secretaries on or before Nov. 30, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 197 and 198A—11,623 in the first class, and 6,090 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.  
MRS. JENNIE E. BOOMER, Sec'y and Treas.  
1627 Sherwin avenue, Chicago, Ill.

## Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

### Questions and Answers

BY T. F. LYONS

#### CAUSE OF WATER IN THE MAIN RESERVOIR

**Q.** I am running one of our small engines, and have a great deal of trouble with water in the air system, even though the main reservoir is drained daily. At times the exhaust from the bell ringer looks like steam. In freezing weather tender brake cylinder, and at times, first car in train freeze up; which is quite a loss on a four car passenger train. And I am afraid some cold day I will lose my entire train brake. At one time this old power had the main reservoir on the top of tank, which I had changed to over engine truck, and thought this would remedy the trouble, but it seems to have made it worse. I have a No. 2 New York air pump and keep the pistons well packed. Pump throttle is connected at fountain with dry pipe. Have a number of engines equipped in this way but never had this experience before. Can you crack this nut and greatly oblige?

H. A. R.

**A.** In replying to your question will say, that no doubt more or less water follows the piston into the air cylinders. However, the great amount of water found in the main reservoir is not received from this source, but is taken in with the air that is compressed. The atmosphere, that is, the air that we breathe, contains more or less moisture at all times, and the quantity it is capable of holding in suspension is wholly dependent on its temperature. This may be best understood when we say that a cubic foot of air, at a temperature of 70 degrees, is capable of holding in suspension 8 grains of water, regardless of its pressure.

Now supposing it is desired to raise the pressure in this cubic foot volume from atmospheric pressure to a pressure of, say, 80 pounds; we find that 80 pounds gauge pressure equals about seven atmospheres; therefore, we would have to add to this cubic foot of air six more cubic

feet, and as each cubic foot added will contain eight grains of water we will now have seven times eight grains, or 56 grains. Now we have 56 grains of water confined in one cubic foot of space, and as one cubic foot of air at the temperature of 70 degrees is capable of holding only eight grains of water, it means that the other 48 grains will be precipitated, or dropped in the main reservoir; this will account for the collecting of water in the main reservoir. We might next raise the question, Why is it that more water is found in the main reservoir, or in the brake system, on one trip than another? One of the reasons for this is, that the air contains more moisture some days than others, even though the temperature be the same. As in the example which we have used, air at a temperature of 70 degrees is capable of holding eight grains of water in suspension, but this does not necessarily mean that the air contains this much moisture at all times, as it is only at the time it is raining or just before, or when in the presence of water, that the air is fully saturated, that is, contains all the moisture it can hold. The weather bureau report often shows us where the amount of moisture in the air is but 60 or 70 per cent of what it is capable of holding for the temperature shown, therefore, if the air be heavily saturated, more moisture will be found in the main reservoir. However, the chief cause for the difference in amount of moisture found in the main reservoir is due to the temperature at which the air leaves the reservoir on its way to the brake pipe.

To make this point clearer, let us say that the faster the pump has to work, and the higher the pressure it must work against, the higher will be the temperature of the air when delivered to the main reservoir; and tests have shown that the temperature will run as high as 550 or 600 degrees, and this with the pump in good condition. Now if we have a train with heavy brake-pipe leakage it means, first of all, that the pump will be required to work continuously at its maximum speed, which in turn means that the air delivered to the main reservoir will be at a high temperature. And again, due to the heavy leakage the air will not remain

for any length of time in the main reservoir; therefore, will leave for the brake-pipe at a comparatively high temperature, which means that considerable, and perhaps all, of the moisture coming to the main reservoir will be carried with the air to the brake pipe; therefore, little or no water will be found in the reservoir at the end of the trip. Where the air cylinder or the packing rings are badly worn, the pump will run hot, and the air delivered to the main reservoir will be at a high temperature, and this may be the reason why this particular engine is causing the trouble you have outlined. It is somewhat difficult to understand why such a great amount of moisture is collected in the handling of a four-car train, as but a comparatively small volume of air is required in braking a train of this length. It sometimes happens that leakage of steam close to the strainer will bring about a condition similar to the one you mentioned; the remedy, of course, is to stop this leakage. The draining of the main reservoir is often left to some of the roundhouse employees, who only too often neglect to do so. The engineer himself makes no mistake in knowing that this work is done before starting on a trip.

#### CAUSE FOR OVERHEATING OF WHEELS

Q. I am running a freight engine in mountain service, and recently, while handling a train of 56 cars, we had a bursted wheel on the eighth car from the engine due to the wheel getting hot, caused by the action of the brake. Now, what I would like to know is, why should the wheels on one car become hotter than on other cars in the train? Let me say it was not on account of short piston travel, as the standing travel on this car measured  $8\frac{1}{2}$  inches, while other cars in the train had less than 8 inches. The car is equipped with the Westinghouse K-triple valve and a 15-pound retaining valve. Retaining valves were used on the first 35 cars in the train. We carry 110 pounds main reservoir and 90 pounds brake-pipe pressure; and, after the release of the first application, we carry the automatic brake-valve handle in full release position during the time the

brakes are released and recharging. I might add that some of the cars had the 30-pounds retainers, and the wheels on these cars were not overheated. An explanation of this will be greatly appreciated.

A. T. Z.

A. The overheating of the wheels was, of course, due to the friction between the brake shoes and wheels; and the friction between the brake shoes and wheels was due to the pressure on the shoes and the condition of the two surfaces, meaning, that of the shoes and wheels. Now, there are several reasons why the friction between the shoes and wheels on one car may be greater or less than on some other car. The pressure obtained on the brake shoes is dependent on the force exerted by the brake piston multiplied by the proportion of the brake levers. The force exerted by the brake piston is dependent on the pressure in the brake cylinder, which is supposed to be uniform in all cylinders for any given reduction, and this is true where the piston travel is uniform and the triple valve and brake cylinders are free from leakage. As you state, piston travel does not enter into this, as the proper adjustment was had; so, let us next turn our attention to the triple valve for leakage. Let us imagine a case where the emergency valve or check valve case gasket were leaking; this would permit brake-pipe air to flow to the brake cylinder, and if the leakage were greater than the capacity of the small exhaust port of the retaining valve (the handle being turned up), the brake-cylinder pressure would build up to that in the brake pipe; and this, no doubt, was the cause of your trouble. Where the brake levers are improperly proportioned, that is, the cylinder force multiplied too many times, too high a brake power will be had, which may result in overheating or sliding wheels. That all wheels on this car were not bursted, may be due to the difference in the metal of the different wheels and brake shoes. Then, again, the length of the brake-beam hanger, as well as its point of suspension, has much to do with the pressure brought to bear on the brake shoes during an application of the brakes. It may not be out of place here to say a word in regard to the use of



release position of the brake valve when running, as here we may start trouble, for with the high pressure and large main reservoirs and long trains, it is very easy to overcharge the head end of the train, causing the brakes on the head cars to do practically all of the work, often resulting in flat or cracked wheels.

**BRAKE - CYLINDER PRESSURE OBTAINED WHERE AUTOMATIC FOLLOWS STRAIGHT AIR APPLICATION**

**Q.** Will you kindly answer the following question through the air-brake department of the JOURNAL: Supposing I were to set the straight air first, and then make an automatic application in addition, would I not get a higher brake-cylinder pressure on the engine, and if so, how much? Now here is another one: Supposing I were to set the automatic first, and then set the straight air, what brake-cylinder pressure would I get? We use a 70-pound brake-pipe pressure and 45 pounds on the straight air brake.

**D. F. W.**

**A.** You do not state the type of brake your engine is equipped with, and it is necessary to know this before your question can be answered. Therefore, let us first assume that you have the L-T type of brake; and answering your first question, would say that no higher brake-cylinder pressure will be had where the brake is first applied with the straight air and followed by an automatic application. The only difference here would be that less air would have to pass through the control valve to the brake cylinders than would where the straight air was not used. With either the E-T or G-6 equipment we have a different proposition, as here we will already have a pressure of 45 pounds in the application chamber and in the brake cylinder before any air leaves the pressure chamber or auxiliary reservoir. Where this condition exists it will be found that the pressure chamber and application chamber, as well as the auxiliary reservoir and brake cylinder, will equalize at something above 60 pounds, which means that a six or seven pound brake-pipe reduction will set the brake in full. To satisfy yourself, try it out, put a gauge on the brake cylinder or its connection, then with the equipment fully

charged, first set the straight air and then make an automatic application and note the pressure obtained.

If you have no gauge for this use, why, here is another way at arriving at the answer: To find the pressure at which equalization takes place between two volumes having different pressures, multiply each volume by the pressure contained and divide the sum of these products by the combined volume. For example, let us take the equipment used with an 8-inch brake cylinder; the capacity of the auxiliary reservoir is 1620 cubic inches, the capacity of an 8-inch brake cylinder, with 8-inch piston travel, including the clearance and piping from the triple valve, is about 450 cubic inches. Now with the brake pipe and auxiliary pressure at 70 pounds, and the straight air at 45 pounds, we have  $1620 \times 70 = 113,400$ , and  $450 \times 45 = 20,250$ ; then  $113,400 + 20,250 = 133,650$ , and this, divided by the combined volume of the auxiliary reservoir and brake cylinder equals  $133,650 \div 2070 = 64$  pounds.

Now, if the automatic brake is first applied, the pressure developed in the application chamber where the E-T is used, or in the brake cylinder with either the L-T or G-6, will be greater than 45 pounds; consequently, no air can enter the brake cylinders from the straight air brake valve.

**NUMBER OF BRAKES TO BE USED ON TRAINS IN FREIGHT SERVICE**

**Q.** Will you please let me know the number of brakes required to be operated on trains in freight service? **F. L. B.**

**A.** Your question does not make clear just what information is wanted, but if it be the number of brakes required by the Federal Law, it may best be answered by quoting you the law, which is as follows: It is ordered, that on and after September 1, 1910, on all railroads used in interstate commerce, wherever, as required by the Safety Appliance Act as amended March 2, 1903, any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operative by the engineer of the locomotive drawing such train, and all power brake cars in every such train which are asso-

ciated together with the 85 per cent shall have their brakes so used and operated. From this it will be seen that it is necessary to have at least 85 per cent of the cars in the train with operating power brakes; but if all cars in the train are so equipped the brakes on all cars must be used. For example, supposing a train of 100 cars, consisting of 85 cars equipped with air brakes and 15 cars with no power brakes. This train could be run according to the law, as we have our 85 per cent of power-braked cars. Again, suppose a train of 100 cars all equipped with air brakes, according to the law we would be required to use the brakes on all cars.

#### BRAKES APPLY FROM REDUCTION MADE IN TRAIN

**Q.** Will you please let me know what is considered good practice, when handling a long freight train, and brakes are applied from some unknown cause, such as burst air hose, opening of conductor's valve in caboose, or train braking in two? What I am trying to get at is, how should the engine and brake valve be handled? That is, should steam be shut off and the handle of the brake valve moved to lap position, or should steam be used and the brake valve handle moved to release position? We recently had a case where the conductor was trying to stop the train and the engineer moved the brake valve to release position and dropped the lever in the corner when he noticed the brake-pipe pressure begin to drop, which it did quickly. The engineer was censured for what he had done, and he took the stand that he thought the train was broke in two, and he was endeavoring, as he said, to keep the two sections of the train apart. We would be very thankful for an expression from the JOURNAL as to what is best to do in a case of that kind. W. T. G.

**A.** In replying to your question, will say that, generally speaking, it is best to shut off steam and move the brake-valve handle to lap position. Now, while it is possible, at times, that less damage may be done where steam is used until the stop is completed, yet, when the brakes apply, the engineer is in no position to know what caused them to apply; and, as in the case you mentioned, where the

trainmen were trying to stop the train, possibly to avoid accident.

#### TENDER BRAKE RELEASES

**Q.** My engine is equipped the old G-6 type of brake and here of late I have had trouble with the tank brake releasing with the engine alone, but it will remain applied when coupled to a train. I have made a careful examination for leakage but can not find any, and am at a loss to understand why the brake will remain applied when the engine is coupled to a train and release when the engine is alone. Will you kindly answer this and oblige?

R. F. M.

**A.** For the brake to release it is, of course, necessary for the triple valve to move to release position; and for the triple valve to move to release position it is necessary that the brake-pipe pressure be increased, or the auxiliary reservoir pressure be decreased. Now, light leakage of main reservoir air into the brake pipe may cause a rise of pressure, when the engine is alone, sufficient to move the triple piston and its slide valve to release position, thus releasing the brake. However, this is probably not the cause of your trouble, as a rise of brake-pipe pressure would also cause the driver brake to release. The trouble, therefore, must be due to leakage from the auxiliary reservoir, and no doubt will be found in the graduating valve. Now the reason for the brake releasing with the engine alone is, that the brake pipe on the engine is comparatively tight, and as a leak past the graduating valve will cause a reduction of auxiliary reservoir pressure, it follows that the triple valve will move to release position. When coupled to a train, the brake-pipe leakage being quite heavy, will reduce the brake-pipe pressure as rapidly as the leaky graduating valve is reducing the auxiliary reservoir pressure, resulting in the pressures remaining practically the same on both sides of the triple piston, which of course means that the brake will remain applied.

A leaky graduating valve does not permit air to leak to the atmosphere, but to the brake cylinder, therefore it will not be detected by a blow at the exhaust port. To test for a leaky graduating valve,

charge the brake to 70 pounds, then make a 20-pound reduction and note if the brake remains applied; it should, as now the auxiliary reservoir and brake cylinder pressures are equal, therefore air can not leak from the auxiliary to the brake cylinder, consequently the brake will remain applied.

#### CHARGING A PASSENGER TRAIN

**Q.** I am running an engine in passenger service equipped with a Westinghouse 11-inch pump, and quite frequently I am criticized by the depot master as to the time required in pumping up the air, and I would like to know what is considered a reasonable time to charge a train of say ten cars. Now I have noticed that when coupling onto the train, I will find a pressure of 100 pounds in the train, while again the pressure will be down as low as 60 pounds and it is then that complaint is made of the great amount of time required to charge the train.

L. M. R.

**A.** Your question is far from being complete, as you do not state the amount of excess pressure carried, size of main reservoir, type of brakes, size of brake cylinders, or if brakes were applied in quick action just before or at the time of coupling to train; all of which have much to do with the time required in charging a train.

We will, therefore, assume a train of ten cars equipped with the P-M type of brake, having five cars with 14-inch brake cylinders and five with 16-inch brake cylinders, and a main reservoir capacity of 75,000 cubic inches.

Now the auxiliary reservoir used with a 14-inch brake cylinder is 16 x 33, having a volume of 5,300 cubic inches, while a 16 x 42-inch reservoir, having a volume of 8,400 cubic inches, is used with a 16-inch brake cylinder, and it is these reservoirs along with the brake pipe that we have to charge. Therefore, let us first consider the volume to be charged in the cars with the 14-inch brake cylinder, where we have  $5,300 \times 5 = 26,500$  cubic inches, and with the 16-inch brake cylinders, we have  $8,400 \times 5 = 42,000$  cubic inches; this, added to the volume of the brake pipe, which is about 660 cubic inches per car, equals 75,000 cubic inch volume to be charged to 110 pounds pressure.

Now, as the volume to be charged in this case is the same as that of the main reservoir, to determine the time required to charge the train, place the brake valve in lap position and note the time required to charge the main reservoir from zero to 110 pounds. This, of course, does not take into consideration the air used in charging the signal line, the air storage reservoirs for the water raising system, or loss of air due to brake-pipe leakage, but will give you something of an idea of time required to charge the train from zero to 110 pounds. Again, with the main reservoir charged to 110 pounds, and the train to 60 pounds, note the time required to charge the main reservoir brake valve in lap position from 95 to 110 pounds; this will be one-half the time required to charge the train to 110 pounds.

Where either the L-N, P-C or U-C equipment is used, a greater length of time will be required in charging an empty train, or where the brakes are applied in emergency on a partially charged train.

#### BRAKE-VALVE HANDLE MOVES HARD

**Q.** I am running an engine in local freight service, and we have considerable switching to do, and I find the automatic brake-valve handle is hard to move. Will you please tell me the cause of this and what may be done to overcome it?

R. G. M.

**A.** The chief causes of a rotary working hard are: Too free use of oil in the air end of the pump, or the use of poor oil; constant use of the emergency position of the valve, which tends to draw dirt and scale from the brake pipe on the rotary valve seat; a hot pump, the heat from which will cake the oil on the rotary seat; the handle nut being screwed down so tight as to cause the key washer to bind on the top casing of the brake valve; the key gasket may be worn so thin that the rotary key rubs against the valve body. If the handle of either the independent or automatic brake valve does not operate easily, the rotary valve, or the rotary valve key gasket is probably dry from lack of lubrication.

To remedy this trouble when the brake system is charged, close the cut-out cock below the brake valve; also, close the

main reservoir cut-out cock in the main reservoir pipe. Then remove the oil plug in the automatic brake-valve body, fill the hole with good valve oil, and move the handle from full release to emergency position and back to release position a few times, to work the oil between the rotary and its seat.

Again fill the oil hole and replace the plug. Next, remove the cap nut from the top of the rotary valve key, fill the hole in the key with oil, push down on the key and move the handle a few times; then again fill the hole with oil and replace the cap nut. The independent brake-valve may be treated in the same manner.

#### TO FIND THE CAPACITY OF THE MAIN RESERVOIR

**Q.** Will you please say what rule is used in finding the capacity of the main reservoir? G. M. B.

**A.** To calculate approximately the capacity of a main reservoir from its outside dimensions, subtract  $\frac{1}{2}$  inch from its diameter and 3 inches from its length, so as to reduce the outside measurement to inside measurements; then proceed as follows: Multiply its cross-sectional area in square inches by the inside length in inches. For example, a main reservoir 26 $\frac{1}{2}$  inches in diameter by 96 inches long. The internal dimensions of this reservoir (found by subtracting  $\frac{1}{2}$  inch from the diameter and 3 inches from its length) are 26 inches in diameter by 93 inches long.

The area of a 26-inch reservoir is 503.93 square inches; therefore, its capacity is  $503.93 \times 93 = 49,377$  cubic inches.

#### FAILURE TO GET BRAKE-PIPE EXHAUST

**Q.** Will you please make clear the following question: I am running an engine in freight service, and we handle anywhere from 90 to 125 cars in our trains. Our engines are equipped with the E-T type of brake. Now, when the brake-valve handle is moved to service position the usual exhaust is had at the back of the brake valve, but there is no exhaust at the brake-pipe exhaust port until the black hand on the gauge drops back anywhere from 8 to 15 pounds. But, with the engine alone, or when coupled to a short train, the usual brake-pipe exhaust

is had. I have reported the brake valve, but our inspector in the roundhouse says the valve is O.K. Now where is the trouble? L. M. T.

**A.** To get an exhaust of air at the brake-pipe exhaust port it is necessary that the brake-pipe exhaust valve in the brake valve be raised from its seat; and that no exhaust took place is evidence that this valve was not unseated. To unseat the brake-pipe exhaust valve it is necessary to reduce the pressure above the equalizing piston, that is, chamber D and the equalizing reservoir pressure, below that in the brake pipe. Now, in the long trains, where heavy leakage exists, the pressure below the piston may be reduced, due to leakage, faster than chamber D pressure can be reduced through the preliminary exhaust port; and where this condition exists no exhaust will be had at the brake-pipe exhaust port when the handle of the brake valve is moved to service position. You will, however, notice that the brake-pipe pressure will drop—as seen by the black hand on the small gauge—and the brakes apply, even though no exhaust is had. With the long train and heavy brake-pipe leakage, especially where the leakage is well toward the rear, it is impossible to obtain the maximum brake-pipe pressure on the cars in the rear portion of the train. Therefore, the air at the head end of the train is constantly flowing toward the rear, and where this flow of air causes a drop in pressure under the equalizing piston in the brake valve as fast or faster than the pressure can be reduced above the equalizing piston, no exhaust will be had at the brake-pipe exhaust port. This condition—the loss of the brake-pipe exhaust—has often caused the engineman to believe that he has lost his train brakes, and has prompted him to move the brake-valve handle to emergency position, only to find that the brakes apply throughout the train. This points out how necessary it is to make a terminal test and note carefully what takes place when this test is being made.

#### AIR PUMP STOPS

**Q.** I am running an engine with a Westinghouse 11-inch pump, and the other day had a failure, due to pump

stopping. Now I might state that this pump had made but about 5,000 miles and never gave any trouble before, and when pump was removed and tested out in shop it worked O.K. Will you please state, in your opinion, what caused the pump to stop?

J. J. S.

A. That the pump worked properly when tested out in the shop would lead one to believe that the trouble was not in the pump, but rather in the pump governor. Where the relief port in the governor is stopped up and the pin valve leaking, pressure will form on top of the governor piston, forcing it downward, seating the steam valve, thereby shutting off the steam to the pump. Where a pump stops before the desired main reservoir pressure is obtained, the first thing to look for is, whether or not steam is reaching the pump, which may be determined by opening the drain cock in the steam passage to the pump or by breaking the joint in the pipe between the governor and pump. If steam flows freely to the pump it will be known that the governor is not at fault.

A broken regulating spring in the governor will cause the pump to stop when the main reservoir pressure reaches about 45 pounds.

#### THERMAL TEST OF BRAKES

Q. Will you kindly explain through the air-brake department of our JOURNAL what is meant by a "thermal test" of the brakes?

Now we are required to make a "terminal test" of the brakes, and I would like to know what is the difference in the two tests.

J. J. B.

A. A terminal test of the brakes is where the brakes are tested to learn how many of the brakes apply, how many leak off, if the brakes apply in service, and to note the piston travel.

A thermal test of the brakes is where the temperature of the wheels is noted to learn whether the wheels have been overheated or underheated during a brake application, which will indicate that some of the cars have done too much or too little of the braking.

This test is usually carried out in hand-line trains in heavy grade service.

#### BRAKES OVERCHARGED

Q. Will you please let me know what is meant by the expression "brakes overcharged?" One often hears this remark made and I have never clearly understood what is meant.

YOUNG RUNNER.

A. Brakes are considered overcharged when the pressure in the brake pipe and auxiliary reservoir is greater than that of the adjustment of the feed valve. This, of course, is brought about by leaving the brake-valve handle in release position for too long a time.

#### LEAKAGE PAST EQUALIZING PISTON PACKING RING

Q. I am running an engine in freight service, equipped with the L-T type of brake, and I notice when making a service reduction that the black hand on the large air gauge will rise a few pounds before the brake-pipe exhaust port closes. Will you please explain what causes this?

R. J. M.

A. When making a service application of the brakes on a long train chamber D and the equalizing reservoir pressure can be reduced much faster than the pressure in the brake pipe; this, of course, means that when the brake-valve handle is returned to lap position, the pressure above the equalizing piston in the brake valve is less than it is below the piston, and as there is but a single packing ring in the piston, which is not an absolutely tight fit in its bushing, air from the lower or brake pipe side of the piston will leak by into chamber D and the equalizing reservoir, causing its pressure to rise, and this rise of pressure will be indicated by the black hand on the large gauge, which registers equalizing reservoir pressure.

The amount this pressure will rise depends on the amount of reduction made, length of train, and the leakage by the packing ring in the equalizing piston.

#### AIR CYLINDER LUBRICATOR

Q. A number of engines on our road are equipped with the sight feed lubricator for the air end of the pump, and on engines having the cross-compound pump a double sight feed attachment has been used, but of late when engines go through the shop the pipe leading to the low pressure air cylinder has been removed,

and I would like to ask why this is done?

R. M. T.

A. The purpose of the air cylinder lubricator is to furnish a practical means of securing proper lubrication for the air cylinders of the pump. However, it has been found in many instances that the use of this lubricator has been abused, meaning by this that too great an amount of oil has been fed to the air end of the pump, especially to the low pressure cylinder. Now as this cylinder receives its air from the atmosphere and compresses it to a pressure of about 40 pounds only, but little heat is generated, therefore but little or no lubrication is required; whereas, with the high pressure air cylinder, which receives its air from the low pressure air cylinder, and in which the air is compressed to the pressure carried in the main reservoir, heat is created, due to the piston working against the high pressure; therefore, it is necessary that this cylinder be lubricated.

#### AMOUNT OF BRAKE-PIPE AIR THAT GOES TO THE BRAKE CYLINDER IN AN EMERGENCY APPLICATION

Q. Will you please explain how it is figured out the amount of air that a Westinghouse triple valve takes out of the brake pipe to the brake cylinder when the brake is applied in emergency?

A. L. G.

A. The method of calculating the amount of brake-pipe air that goes to the brake cylinder in an emergency application may be best understood from the following example: Let us take an eight-inch freight equipment, where the auxiliary reservoir capacity is 1620 cubic inches and the brake cylinder volume is 450 cubic inches.

Now, as the auxiliary reservoir and brake cylinder equalize at 60 pounds, it means that the auxiliary reservoir pressure has been reduced ten pounds, and by multiplying the auxiliary volume by its drop in pressure we get the number of cubic inch pounds of air that goes from the auxiliary reservoir to the brake cylinder  $1620 \times 10 = 16,200$  cubic inch pounds. Let us next calculate the number of cubic inch pounds found in the brake cylinder, and as this must be figured from the vacuum line we will have

$450 \times 75 = 33,750$  cubic inch pounds. Now with 33,750 cubic inch pounds in the brake cylinder, and 16,200 cubic inch pounds coming from the auxiliary reservoir, the amount coming from the brake pipe will be the difference between 33,750 and 16,200, or 17,550 cubic inch pounds, and this divided by the volume of the brake cylinder ( $17,550 \div 450 = 39$ ) gives us the absolute pressure 39 pounds, and by subtracting 15 we have 24 pounds effective pressure coming from the brake pipe.

#### METHOD OF HANDLING THE AUTOMATIC BRAKE VALVE WHEN MAKING A RELEASE

Q. Will you please let me know through the JOURNAL what is considered good practice in handling the automatic brake valve when making a release of the brakes on a long freight train? What I want to know is, how can a release of the brakes be made and not overcharge the auxiliaries on the cars in the forward portion of the train, and at the same time insure all brakes being released?

C. L. N.

A. With the large main reservoirs and high excess pressure, as used on freight engines, it is a very easy matter to overcharge the auxiliary reservoirs on the cars in the forward portion of the train, especially where the old type of triple valves are in use.

It is, of course, necessary that there be a prompt rise of brake-pipe pressure throughout the train to insure the movement of all triple valves to release position, and to secure this is why we have the large main reservoirs and high excess pressure. However, tests have shown that nothing is gained by leaving the brake-valve handle in release position for too great a length of time; while experience has taught us that where this is done trouble is sure to follow.

When making a release of the brakes, if the brake-valve handle be held in release position for about 15 seconds, then moved to running position for about 10 seconds, again to release position for five seconds and then returned to running position, there will be less tendency toward overcharging the brakes on the forward portion of the train, and a fair assurance that all brakes will release.

(Continued in December Issue)

## Questions and Answers

BY JAMES GREGORY

**Q.** What percentage of power could an engine exert at a speed of ten miles an hour? What at 40 miles an hour? What at 60 miles an hour?

**INQUIRER.**

**A.** At ten miles an hour an engine would ordinarily exert a power about equal to 90 per cent of the maximum starting power. The proportion for higher speeds would vary with the type of engine or rather with size of driving wheels, also depending in a large measure on the ability of the boiler to supply steam for high piston speed. A recent test with freight engines having a five-foot wheel showed that at 40 miles an hour, on a superheated Mikado engine, the proportion of fuel exerted was 37 per cent of the starting power, and at 60 miles per hour was 25 per cent of the starting power.

These figures were taken from engines using superheated steam, and of course show a better proportion of fuel exerted at the higher speeds than would be possible for an engine using saturated steam. The very nature of superheated steam—its lightness, its lack of density, enables it to flow more rapidly and with less friction than the more dense saturated steam; besides, the cylinder pressure is higher in proportion to that of boiler than would be possible in an engine using saturated steam. Another point bearing on the question is that in actual service, under average conditions, the possibility of engines using superheated steam being able to supply steam is better than in the other case, where the boiler would be more severely taxed. For these reasons the percentage of power an engine will develop at high speed will vary as the conditions herein referred to will vary, but in any case the best percentage is gained with the use of superheated steam, other conditions being the same.

**Q.** I notice a large number of engines having loose driving boxes pound much harder when in back motion than when worked in forward gear. Why is this?

**M. D. M., Div. 528.**

**A.** The engines you refer to are, most likely, right lead engines, that is, the pins

on right side are one-quarter revolution ahead of those of left side. On this kind of an engine (which practically includes all engines), on account of the peculiar effect of the working of one engine over that of the other, the driving box, the main box on right side, will pound harder when backing than when going ahead, and on the left side it is just the reverse. Now if engine is going ahead the left side will pound more than it did when in back motion.

It all depends on the position of main driving box when engine is passing the center and taking steam in that end of cylinder. If the box is against the driving shoe when engine takes steam at forward center on right, as when backing, there is sure to be a pound there when the box is forced back against the wedge. On the left side going ahead, with engine at forward center, the box is also against the shoe and a pound is caused when box is forced back against the wedge. But when going ahead the right main box is, through the effect of opposite side, back against the wedge when steam is taken at forward center, and up against the shoe when engine passes the back center. The opposite takes place on the left side, and the conditions are wholly reversed when engine is run in back motion.

**Q.** I had a loose right main pin on mogul engine so bad that I had to take down main rod and side rods on that side. I did not take opposite side rods down and I received a reprimand for not doing so. I have some recollection of seeing this question discussed in the JOURNAL before, but would like an opinion now whether my act was one likely to cause damage to engine or injury to anyone?

**J. M. M.**

**A.** This question has been discussed before, but at that time there were few who believed it possible to run an engine with side rods down on one side.

When the main rod is down, it is perfectly proper, if necessary, to take the side rods down; also to leave the side rods up on the good side. If a locomotive were a single engine, built with but one cylinder, it would be perfectly safe to run that engine, would it not, if it had any number of wheels and side rods?

The fact that a locomotive is a double engine does not alter the case when one side is wholly disconnected, for we then have but a single engine, working as wholly independent of the other side as if designed as a single engine in the first place.

The only time it is dangerous to leave side rods up on one side when corresponding rods of other side are taken down is when both main rods are left up and both sides working.

**Q.** Would like to criticize your answer on page 725, August JOURNAL, about keying up back end of main rods. You state the rod should be keyed on either center, back or forward. If you look you will realize that the most wear of the pin is in passing the center, as it is there that the rod changes its direction, and it causes the pin to wear oval to a slight extent. Keying up on centers would give the smallest diameter of pin and make pin tight in brasses in the other positions of pin. I find that by keying on either eighth position the main pins will run much better. F. W., Div. 51.

**A.** In the first place we will admit that if a pin is new it doesn't make any difference at which position it is keyed in. But pins wear out of round, wearing most where the greatest friction takes place, so we will see where that is. By starting from forward center on right side we find that during the movement of pin from center to lower quarter the power is being exerted against the pin and the lower forward eighth being half way between these points some wear of pin must result. After passing the lower quarter there is still pressure exerted against the pins, almost to the end of the stroke, if the valve is working full travel, but even if working at a 25 per cent cut-off there is pressure against pin for at least three-quarters of the piston stroke, so that there is some wear, even with pin on lower back eighth. The same is true of the effect of the power exerted on the pin while going from back to forward center, or while piston is making its forward stroke.

But at the dead center the pressure against pin is the least of any other position. Before that point is reached

the exhaust for backward stroke has taken place, the only pressure present in cylinder being that of compression, which is hardly worth considering in a freight engine or yard engine, and under normal conditions is never as high as boiler pressure, and if the valve has opened the port of admission somewhat when the piston has reached and is passing the center, as when giving the lead, the port opening is so small that the cylinder could not fill to boiler pressure in the short time consumed in passing that point, for which reason the wear on pin would be slight compared to that when passing the eighths, particularly the lower forward and the upper back eighths, where the most wear is seen to take place. The wear at lower back and forward upper eighths is of course less, but is greater than that taking place at center positions, and practical experience covering 35 years in all kinds of service confirms the views of the writer as herein expressed.

**Q.** There is a good rule for setting an eccentric when one or the other on the same side slips by marking the valve stem for the good one, then moving the other one on shaft so valve stem comes to same tram. But suppose both eccentrics on same side slipped, how can they be accurately set?

RUNNER.

**A.** The most reliable way is to set the ones slipped by those on opposite side. Eccentrics follow each other 90 degrees, or one-quarter turn apart. Set the forward go-ahead eccentric, say, right side, just one-quarter ahead of left go-ahead. Set right back-up one-quarter ahead of left back-up. The right crank pin leads the left crank pin one-quarter revolution, so do the eccentrics on the right side lead those on left side one-quarter revolution.

**Q.** Is the practice of braking on passenger, with drifting throttle, meeting with approval? Is the braking as smooth as it was before, when engines were shut completely off before braking commenced?

J. H.

**A.** Where trouble is had with burning out of piston rod packing the use of a drifting throttle is favored in the absence of a regular drifting valve, and it is really more favored than the by-pass, the relief valve or any other means for preventing



carbonizing of oil in cylinders and the burning out of piston rod packing on superheater engines. Still, it must be conceded that as smooth braking cannot always be done as if the engine was drifting with steam shut off and there is always the danger of steam remaining in cylinders, after stop is made, or moving the train while passengers are getting on and off. Besides, where the two application method of stopping is practiced there is a tendency to stretch the train after the first release and cause a shock when the second application is made when the train bunches again.

**Q.** It is the rule with us to test lubricators before the start of each trip to see if they are full. I tested one recently, finding it full, after which I turned on the steam and opened water valve in the usual way, but though I was careful to watch the feed it fed out before going half way over the road. Now is there any way the oil could get away other than through feeds? The lubricator has worked good since then. How would you account for its getting empty on that trip?

**R. R. S.**

**A.** It is likely the lubricator was not full before starting trip. You say you "tested it and then turned on the feeds in the usual way." The proper way is to turn on the steam and open water valve before testing for it being full. If there had been but a teacup full of oil in oil reservoir it would show oil at drain plug when you opened it, if the lubricator had been emptied of the water remaining in it after the previous trip and water valve did not leak after being shut off. Even if steam valve is opened, no water can get into lubricator reservoir until water valve is opened, unless it leaks, and it is likely, in the case in question, that the water in reservoir had been drawn off and some oil left in it, or it had been emptied and only partly filled, and the water valve did not allow any water to leak by it.

**Q.** The engine I am running is a superheater. I am not a believer in the use of a light throttle at all, but this engine seems to steam better with it than if wide open. Is that the rule with superheater engines? I have had no experience with them until lately.

**H. H. H.**

**A.** It is likely your engine has some steam leaks that are affecting the draft when throttle is open. This being the case the wider the throttle is open the greater are these leaks and the more effect they will have on the draft and the steaming of engine. It is not the rule for engines using superheated steam to steam better with a light throttle although there are some who make that contention. Good practice may often be discouraged by poor conditions, as in your case.

**Q.** Would it not be possible to get the same results we have now by superheating, if a higher pressure were carried in the boiler?

**ENGINEER.**

**A.** To carry more pressure would not bring the same results in either economy or efficiency. With the superheater we get a high steam temperature that costs very little for the amount of heat conserved. It is in the conservation of heat that the superheater shows its advantage. If we got the same increase of steam temperature by increasing the boiler pressure the cost of boiler construction and fuel needed to force steam making under such conditions would make it out of the question. We have a steam temperature of 365 degrees Fahrenheit with a boiler pressure of 150 pounds. At 200 pounds the temperature is 387 degrees, so when we consider that to get an increase of temperature of 22 pounds and additional boiler pressure of 50 pounds is needed one can imagine how much boiler pressure would be needed to add 200 degrees to the temperature of the steam, which is not an unusual figure for superheating. No, there is no comparison between the two methods. One is practical, the other is not.

**Q.** What causes a reverse lever to jerk shut off when lever is pushed ahead?

**MEMBER.**

**A.** When lever is put in full stroke on piston valve engine the great strain caused by the inertia of the valve has a kind of whip-cracking effect on the valve gear, which, if not substantial enough, or loose, will rattle some, but perhaps the action you refer to is more likely to be the result of valve stems being worn out of true, that is, worn at center of the part

on which the stem packing bears. Any one who has run an engine in the days of hemp packing can easily recall the disagreeable effect of worn valve stems with lever in full stroke. A valve seat much worn in the center would also tend to produce much the same effect under like conditions.

**Q.** After getting in from a trip of 50 miles in shutting off lubricator found that the water valve had not been open at all and it was closed of course the whole trip. The lubricator seemed to feed all right, but how could it feed without getting any pressure behind it to force the oil out through feed nozzles? Could it be that I was mistaken and had shut the water valve off myself at some time?

H. H.

**A.** Such a thing is likely enough to happen. The water valve could leak enough to supply water and steam to oil chamber to give the pressure needed to make lubricator feed.

**Q.** I was thumping an engine lately to see how driving box brasses fit, as engine was pounding some, and I left the driver brake set. Did the job all right, but got the laugh from an audience who were looking on. They said the only way was to block the wheels.

**A.** If you placed your engine on the upper quarter on the side thumped, and set the driver brake, you took about the easiest way to do the job, as in this case you only had to move the main wheel on that side to show the lost motion in box. If you blocked the main wheels there would be this difference, that instead of moving only the main wheel you would have to move the whole engine frame and boiler to show the same thing. Of course the driver brake will hold some, as in the first method, but you have only the holding pressure of one shoe to contend with, which will not be noticed in the operation of thumping an engine. We have seen the fellow with his blocks and other means trying the other way, but there was too much delay and work connected with it, and no better, if as good results gained.

**Q.** To settle a dispute, would like to have you say which of two engines would have the most power, one weighing six

tons more than the other, both having same size cylinders, but the heavier one being an eight-wheel engine, the other one a mogul. Steam pressure and driving wheels same size and both having Stephenson valve gear.

W. D. HARRISON.

**A.** So far as starting power is concerned there would be no practical difference between them. Whatever advantage one would have on the other would be due chiefly to the size of boilers, which is not mentioned, but is a very important matter to consider in a question of this kind, so would say that should there be much difference in size of boilers the engine having the larger one would be the most powerful engine, excepting as already stated, in the matter of starting a train.

**Q.** A valve strip blow can be detected by the quivering of valve rod, but why does the rod quiver if valve strips blow?

W. R. R.

**A.** Most balanced slide valves will be unbalanced somewhat if strips blow, and that increases the resistance of the valve, causing vibration of the valve rod. The same is true if the valve blows account of seat being cut. The type of valve known as the skeleton valve having no top is not affected by a strip blow, as is the other type.

## TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

The method of notifying trains of defective track is not uniform on the different railroads. Some roads use train orders for that purpose, others use bulletin orders which are delivered in different ways, other roads use slow boards, or signals with release boards or signals beyond the slow track.

Of the different methods the slow board and release board seem to be the most reliable. These boards are placed a certain distance from the track to be protected, and in addition, at night, lights of the prescribed color are used.

This method takes care of the situa-

tion very well except on roads of two or more tracks, or on roads having branch lines, in which case there should be an additional provision for notifying a train which may enter the line at a point between the slow signal and the slow track, or cross-over to return on another track at a point between the slow signal and the slow track. As a general practice there is no arrangement made for taking care of the cases mentioned above. To protect such cases there should be some distinctive signal which can be posted at cross-overs and junction points when there is a defective track beyond such point and the cross-over or junction is between the slow boards and the defective track.

An accident occurred on a piece of new track on a double track line. The slow signal was posted on the right hand side of the track. Two trains were approaching this new track from the same direction. The leading train slowed down in accordance with the slow board indication, but the rear train failed to reduce speed and ran into the rear end of the leading train.

At the investigation of the above accident it developed that the engineer of the following train did not acknowledge the slow board which was posted in accordance with the rules and he was held on this point for disobedience of the rules. This case raises the vital point of distinction between a "fixed signal" and a signal other than a fixed signal. Rule 29 reads as follows: "When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h)."

Under the above rule it will be seen that it is not necessary to acknowledge a fixed signal (unless otherwise provided), but it is necessary to answer any other signal which is given to stop a train. It follows that if a slow board is a fixed signal it was not necessary for the engineer to acknowledge it, but if it was not a fixed signal then it was his duty to answer it and it would be proper to discipline him for failure to do so.

The American Railway Association has ruled that a fixed signal includes such

signals as "slow boards, stop boards, yard limit boards, switch signals, train order signals, ball or other means of indicating stop, caution or proceed." It follows that the engineer was held accountable for failure to answer the signal, when in fact, under the rules, it should not have been acknowledged as it was a fixed signal. The word "fixed" is used in connection with the term "fixed signal" in contradistinction to a hand, flag or lamp signal. The definition of a fixed signal is "a signal of fixed location indicating a condition affecting the movement of a train."

The accident was not caused by the failure of the second train to acknowledge the signal, nor did this failure in any way contribute to the accident; but the failure of the second train to obey the signal indication was a contributing cause of the accident. But the prime cause was the failure of the engineer of the second train to keep a sharp watch ahead and to handle the train at a rate of speed consistent with the territory over which it was moving.

It is a notable fact that the rules do not specify that an engineer must keep a sharp lookout ahead for trains or signals; it being left to be inferred that such action is necessary. It is plain that the rules should provide for a sharp watch being kept ahead and also provide that speed may be reduced when necessary to safeguard such action.

PEN ARGYL, PA., Oct. 2, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
The crew in question ran third section of No. 906 from S to B, and on arrival at B received the following order:

Order No. 226, "After extra 57 east arrives at B engine 42 run extra B to H."

B is in yard limits and extra 42 was superior by direction. Extra 57 approached at an unsafe rate of speed, which resulted in a head-on collision. For this the crew of extra 57 was given 30 days' suspension and the crew of extra 42 was given 20 days' suspension.

The crew of extra 42 claim that they are in the right, as they were in yard limits, and that they were an established train in the superior direction when the

order was completed, and it was up to the dispatcher to notify extra 57 of the existence of extra 42. MEMBER DIV. 845.

A. Extra 42 was not created by the order until after extra 57 arrived at B. This fact is plainly recorded in the wording of the order; in fact, it is the reason for so wording the order. If it was desired to create extra 42 at once it would have been given an order to run extra B to H and meet extra 57 at B. Under such an order extra 57 would have been required to take siding at B and, of course, it would have been the duty of the dispatcher to give a copy of the order to extra 57; but under the order as given extra 42 was not created until after extra 57 arrived at B, and the train which was to be extra 42 should have been clear as it had no authority to use the main track, other than that contained in Rule 93 of the Standard Code.

Rule 93 is as follows: "Within yard limits the main track may be used, protecting against — class trains; — class trains and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Nothing in the above rule is expected to relieve a train within yard limits from protecting itself as required by Rule 99, unless otherwise provided. Otherwise provided in a yard would be considered some form of yard signals specially arranged to relieve trains from flagging. Such as a signal at each side of the yard which should be set when trains are working on the main track; or some other method of protection within yard limits. But in a yard where no such protection is furnished it is the duty of the train or engine using the main track to protect as required by Rule 99.

The order used is not standard, but it is in general use for the purpose of starting an extra train when it is to meet an opposing extra train at the station where it originates, and as the Standard Code does not furnish an example for such uses the order cannot be criticized.

trains of even numbers. No. 402, a second-class train, was given the following order:

Order No. 10, "No. 402 engine 1763 has right over opposing trains on westward track A to G."

When No. 402 arrives at C it receives order as follows:

Order No. 16, "Westbound track will be used as single track between C and G."

No. 43, a first-class train, was due out of G at the time No. 402 arrived at C. Can 402 proceed on its first order, or is that order made void by the single track order? If the order is still good I see no reason why the order about making it single track was given to No. 402.

(2) Order No. 1, "No. 4 engine 1098 meet No. 1 engine 1096 at C."

Order No. 2, "No. 4 engine 1098 meet First 1 engine 1096 at D instead of C."

When No. 4 arrives at C it is given order No. 3 as follows:

"Order No. 2 is annulled."

Has No. 4 any meet with First 1?

(3) "No. 4 engine 1098 meet First and Second 1 engines unknown at B."

B is a blind siding and when No. 4 arrives there it finds No. 1 without signals.

Crew on No. 1 states that it was cleared at A without signals.

(4) Standard Rule 4 makes provision for a train to assume the rights and retain its train orders when on the road, but it does not cover a train which is ready to leave its terminal after the time-table takes effect in case it was due to leave there before the time-table took effect. For example, No. 27 due out at 11 p. m. new time-table takes effect at 12:01 a. m. No change in No. 27's schedule. No. 27 ready at 12:30 a. m. Can it leave? A. W. K.

A. (1) Order No. 10 gives right to No. 402 to use the westward track from A to G with right over all trains on that track.

Order No. 16 is an order providing for the use of a section of double track as single track, but it does not make the road a single track road. It is still a double track road and the order giving right over all trains is still in effect in exactly the same manner as an order for No. 43 to run 45 minutes late K to A would continue in effect after the receipt of order No. 16. Rule 220 provides that

WELLINGTON, WASH., Sept. 12, 1916.

EDITOR TRAIN RULES DEPARTMENT:  
On this road westbound trains are odd numbered and are superior to eastbound

orders once in effect continue so until fulfilled, superseded or annulled. Order No. 16 was given to No. 402 for information.

(2) No. 4 has no meet with First 1, but has a meet with all other sections of 1 at C.

Order No. 2 superseded the meet at C so far as First 1 was concerned, and order No. 3 annulled order No. 2, but that does not restore order No. 1 to its original authority; that portion which was superseded by order No. 2 remains superseded.

(3) There is no rule covering such a case. But as there was only one on No. 1 it would be impossible for No. 4 to meet Second No. 1, and it would be good judgment to proceed.

(4) In the case cited No. 27 could properly proceed at 12:30 a. m.

Rule 4 does not state that a train must be on the road at time of change. The language it uses is as follows:

"A train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table."

A train due to leave its initial station at 11 p. m. is authorized by its schedule at that time (by the preceding time-table) and in case it does not get ready to go before the new time-table takes effect it is still a "train authorized by the preceding time-table," and as such can assume the new schedule if it corresponds as required.

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### Old Boys

BY JASON KELLEY

There is perhaps no occupation that men engage in where the youth, at least the youthful spirit of the men engaged therein, is so well preserved as in the railroad train service. Compare the veteran of the rail, whether he be conductor or engineer, with men of the same age in other lines of work and the difference is at once apparent.

The man who really grows old in the train service, as we usually understand the meaning of growing old, is the exception, for though time may mark with unerring certainty its toll of years upon his face, and while those telltale lines may be supplemented by other marks in-

cident to the hazard of the work, there still remains a buoyancy of spirit that is characteristic of the veteran railroad man.

In searching for the cause of this seeming paradox there are many odd features disclosed. It is not because of the congenial nature of the work surely, for the apprenticeship of the engineer is one of the most exacting, while the early years after promotion are full of labor of a nature calling for much physical and mental effort, together with a measure of self-denial not known to men in almost any other calling.

With irregularity of meals, work and of rest, with hours of duty before the 16-hour law became effective, that seemed to have no limit, and often carrying responsibilities involving care of life and property under most trying conditions, it is really a wonder that the spirit of the railroad man is not broken and his disposition soured long before the physical portion of the human machine wears out.

There seems to be but one logical reason for his preservation of youth, and that is his associations. It must be the constant contact with the younger men in his daily work that keeps him young, for there is a democracy among railroad men engaged in train movement not found anywhere else among the workers in any other field of labor.

Your veteran may have reached the time in life when other men of the same age are weighted somewhat with the burden of years, or whose dispositions have been soured by the trials that beset the man who travels far on the road of life, but he seems often to be immune from the effects of those influences, for though he may have a halting step and other indications of having seen hard service, "been through the mill," as the saying is, still there is that in his manner, in his speech, to prove that much of the boy within him has been preserved through it all.

The business man of 60 or over is usually addressed as Mr. So-and-so. It is the same with the mechanic, the farmer, and men of that age in almost any other walk of life; but the engineers or con-

ductors who have reached that age are more often called "Bill" or "Jack" or "Dad," or are known by some other title expressive of goodfellowship.

This real democracy among railroad men, where the old and young, in a social way, are on a common level, not only during the working period but in a large measure wherever they may meet, is double-acting in its effect, for while it tends to make old-fashioned boys out of the younger element, it is balanced by the effect on the older men who, by companionship, seem to borrow from youth much that goes to preserve a buoyancy of spirit that marks the veteran railroad man.

#### "SAFETY FIRST"

We are occasionally asked to consider the magnanimity of the employers of labor in providing rules and mechanical aids to prevent personal injury of employees on the railroads and in the industrial plants. However commendable the idea, it is too often used as a means by which to create the false impression that this great "safety first" movement is based solely on humanitarian grounds, and that the outlay of money used to promote it is given as a charitable donation to the welfare of the workman.

The "safety first" movement is wholly an economic measure. The money invested in the educational work and mechanical means employed incident to it represents a paying investment more profitable perhaps than a like amount invested in any of the many channels relating to industrial progress. Statistics prove that the new movement, when properly supported on the roads or in the various manufacturing concerns, has met with marked success, but there are some railroads making similar claims that are not entitled to the name and surely miss the gain.

Those railroads seem to want almost immediate and positive action on their investment. They don't seem to think it good business policy to make any outlay of capital that does not bring positive and early returns. They apparently don't consider a dollar saved equal to a dollar earned, so are not favorable to any plan of investment that has no actual earning

power. A preventative that saves a large sum of money may appeal to some people, but at best such a profit is a negative one, and some railroads seem to have formed the habit of passing up the possible negative profit for the more tangible positive one. Like the improvident farmer they seem to prefer to eat the seed to planting it, lest the crop might fail.

That policy is largely responsible for a slipshod manner of doing things strikingly illustrated on some railroads, particularly during the winter months; not only in the condition of the engines, but also in other things connected with train operation.

We see it in the poorly conditioned power that cannot be spared for overhauling during the rush period and which "cost too much" when business was dull. We see it in the overloading of this decrepit power which is too unreliable to perform the service demanded of it and of which it would be barely capable under favorable conditions.

We see it in poorly kept track, the improving of which might stand in the way of a dividend, and it is equally evident in the apparent disregard of the operating officials for the physical comforts or endurance of the men in train service.

These men are deafened by the noises of the monster injectors, almost beside them; their eyes are strained trying to read the watch and orders and time card in poorly lighted cabs; they are often kept on duty until on the verge of physical collapse in cold and filth and steam that chills them to the marrow; their nerves are frayed by the racking vibrations attending the pounding of rods and boxes, and are often kept keyed up for long periods to a high tension trying to measure up to 100 per cent service with 80 per cent power.

That such conditions are not conducive to good railroading no one will deny; that safe train movement cannot be had where such slipshodness prevails is too plain to question; yet, in spite of all this we will find, during the coming winter months, just such conditions in various combinations on roads that are making more than their share of bluff and bluster about "safety first."

# Labor Digest

A COLLECTION OF EXPRESSIONS OF OPINION  
OF INTEREST TO OUR CLASS, WITH  
EDITORIAL COMMENT.

## Employer Endorses Eight-Hour Day

Mr. Kelleher, of San Francisco, the senior member of the firm of Kelleher & Brown, while discussing the eight-hour workday recently, said:

"We have operated now for nearly three years on the basis of an eight-hour workday. We abolished the piecework system, together with a careless daily period of toil, and our operatives are now paid weekly wages based on an eight-hour workday. The results have been very satisfactory. Old customers and patrons are even better pleased than they ever were before. Our mechanics and firemen are showing a quickening and increasing accuracy, and all of our workers are demonstrating a greater productivity, which alone can come from that genuine interest and pleasant relationship between employer and employee that flows from mutual happy minds.

"We are so thoroughly satisfied with the eight-hour workday and the union's system of collective bargaining that rather than to go back to the dreary drudgery of nine, ten or more hours' grinding piecework we would quit the business."—*Indianapolis Union*.

## Another Step Toward Industrial Justice

BY ROBERT M. LAFOLLETTE,  
U. S. Senator, Wisconsin.

The eight-hour law for railway trainmen just passed by Congress has been much misrepresented. During the many months of negotiations between the trainmen and the railroad managers, the railroad companies conducted a tremendous campaign in an effort to influence public sentiment against the granting of an eight-hour day to their men. Their agents worked through chambers of commerce, manufacturers' associations and other organizations of business men, inducing them to pass resolutions condemning the

demand of the trainmen, and memorializing Congress to enact legislation to empower the Interstate Commerce Commission to fix the hours and wages of men employed on railroads engaged in interstate commerce. All of the big newspapers, and some of the small newspapers of the country were flooded with advertisements putting before the public the railroads' side of this controversy. Millions of dollars must have been expended in this campaign. And these millions did not come from the pockets of the railroad managers or the railroad owners. They came from the funds in the treasuries of the railroads. This campaign was conducted with money that really belonged to the people. The shippers and the passengers were made—in the last analysis—to finance a publicity campaign to influence their own judgment upon *one side* of this great question.

The railroad trainmen had no such resources to enable them to carry on a publicity campaign to shape public opinion in favor of their own demands. Nor did they have the additional advantage enjoyed by the railroad companies of placing huge, flamboyant placards upon the walls of waiting rooms at railway stations setting forth the case for the railroads before the traveling public.

All this may appear at first glance to be of no importance. But in the light of what occurred after the strike order had been issued, and what has happened since Congress took the matter into its hands—and acted—its bearing upon this controversy will be understood by every citizen.

This "Eight-Hour Law" has been called a "Force Bill" enacted under the demands of organized railroad workmen. This is not true. The railroad employees demanded the eight-hour day from the railroads, not from Congress. They made no demand whatever upon Congress. They said if the railroads did not grant the eight-hour day they would quit work. This was their right—a right long judicially declared to be theirs. They set a day to quit work in case the railroad managers refused them the eight-hour day. Then the railroads inaugurated a strike against the public. They refused to ac-

cept freight for shipment, especially perishable goods. In many parts of the country this meant appalling disaster to farmers and particularly to fruit growers. It meant great damage to all business—even to the railroads themselves.

The President stepped in and sought to adjust the trouble and avoid the disaster about to be thrust upon the country. He was not successful. The railway managers were particularly obstinate and refused to concede the principle of the eight-hour day. At this point the President put the matter up to Congress for its consideration. Congress, disinterested, under law bound to consider *only the public good*, was forced to act in the public interest. It was not forced to act because of any demands upon Congress by the workingmen or by the railroad managers, but because the public interest demanded immediate action.

Congress acted. It passed what is known as the Eight-Hour Day law for men in the employment of railroads in interstate commerce, engaged in moving trains. *Every Wisconsin Representative present voted for the bill which became a law and averted the strike.*

I believe they did right. I believe in the eight-hour day. It is claimed that Congress acted "without due consideration." Did it? The question of the eight-hour day for skilled employees *was not new*. Every Congressman who was alive to the issues of the day must have been fairly familiar with the arguments pro and con on the subject of the eight-hour day. I had given this matter consideration years ago when I secured the sixteen-hour limitation for railroad employees—the best I could get at that time.

At that time I was met with *the same arguments* which are now being made against the eight-hour day. The railroads and some other large employers are slow to learn, but abundant experience has shown that for the trades, professions and crafts where skill, courage, caution and close attention to business are required the eight-hour day is the maximum for efficiency. Had the railroads accepted this principle there would have been no trouble.

*However, railroads generally yield to*

*no principle of progress that is not forced upon them by legislation.*

The dawn of a better day would never brighten the path of workmen were it left to the railroad managers.

The railroad employees have been patient and long-suffering. Theirs is a hazardous business. Their calling takes them away from their homes at all times of the day and night, in all kinds of weather. Their labor is performed under dangerous conditions. Their span of life is short and full of grief. They have seen their brothers in other less hazardous callings secure the eight-hour day without a struggle, but they have been held to a day of indefinite hours so long as it did not exceed sixteen, and in cases of unforeseen trouble their day might exceed sixteen hours. *I wonder that their just demands were not sooner made.*

As long ago as July, 1913, in an editorial in this magazine, I said:

"The wisdom of legislation providing for an eight-hour day, not only for women but for men as well, is no longer a debatable question. All practical experience shows that shorter hours mean better health and higher efficiency of employees, the quality of the work and the character of the output more than offsetting any loss from cutting down the working hours of the day. In other words, shorter hours mean stronger bodies, greater physical efficiency, a higher degree of mental alertness, keener and more intelligent concentration on the machinery and material handled by the wage-earner, fewer accidents, added time for home life, rest, recreation, and reading, all making strongly for moral, mental and physical improvement.

"Congress has given men employed by the Government or by contractors employed on Government work, the eight-hour day. Twelve States limit the working day of miners to eight hours in one day.

"The courts have held again and again that rest from labor one day in seven is 'essential for health, morals, and general welfare.'

"The courts will ultimately hold that it is vital to the health and well-being of the toiler and for that reason vital to the general welfare that the State should



limit the hours of labor for the day as it limits the days of labor for the week.

"Let the wage-earner take heart. The eight-hour day will come, and come soon, to all of the workers of every State in the nation."

### Defying Congress

If a town has a law regulating the speed of automobiles to twelve miles an hour, what happens to the driver who is caught by the constable making twenty miles?

If a city has an ordinance prohibiting "spitting" on the sidewalks, what happens to the man who is arrested for that offense by a policeman?

If Congress passes a tariff law, what happens to the person who is discovered in the act of smuggling?

If Congress passes a law to protect the integrity of the postal service, what happens to John Smith or Bill Jones if they openly and defiantly tamper with the mails?

We all know what happens to Mr. Plain Citizen when *he* defies the law.

And we all know what our captains of industry and our masters of finance say about the "disturbers" who show disrespect for "law" and "order." They call them "anarchists."

But——

When Congress passes a law fixing eight hours as the standard for the work-day of railroad employees, what happens?

Mr. E. P. Ripley, President of the Atchison, Topeka & Santa Fe Railroad, issues a defiant statement.

His statement is given publicity in every nook and corner of the country. Listen to this amazing utterance:

"Congress, hastily acting under a threat of four leaders of labor organizations, enacted a so-called eight-hour law, which is nothing more or less than an advance of 20 to 25 per cent in the wages of the best paid men in railway service. It is only fair to the public and to our employees to say that the Atchison, Topeka & Santa Fe Railway Company does not intend to comply with the law until ordered to do so by the court of last resort."

The law-respecting citizen may well

ask: Where is the real seat of anarchy in this country?

Perhaps we have not been accustomed to looking up high enough to find it. — *La-Follette Magazine*.

### Adamson Discusses Eight-Hour Law

THE AUTHOR OF THE BILL DEFENDS MEASURE AGAINST CLAIMS OF OPPONENTS

"It looks like they are sorry the strike was averted," said Congressman Adamson, author of the eight-hour law for railroad men, in discussing the claims of opponents of this legislation in the house of representatives, Sept. 21.

"In the first place," he said, "it is not true that the act fixes wages. That statement is gratuitous and inconsiderate. The law fixes an eight-hour day. We had previously a 16-hour day and a nine-hour day. We now have an eight-hour day. The only reference to wages is in the language used to hold in *statu quo* until the workings of the eight-hour law could be observed and all other features of the service adjusted to the eight-hour law. The language means and means only that there shall be no change in the relations of the parties in any effort of the railroads to recoup what they assert to be an increase of wages.

"The present threat of some railroad officials to resist the law and refuse to put it into effect until forced to do so by the courts is strangely inconsistent with the known position of the railroad officials, often stated by them and made in their replies to the President, that they have no objection to an increase of wages if they are permitted to recoup for that by increased charges on the public. They would no doubt welcome with avidity an increase of wages and expenses and evidently favor it, because they think that they could secure an increase of rates *largely out of proportion to the increased expense*.

"Those gentlemen who see proper to resist the law until compelled by the courts will probably find the first expression from the court in the shape of a criminal warrant for failure to comply with the law.

"These gentlemen pretend that the

eight-hour law is unconstitutional. The constitution charges Congress with the power to regulate interstate commerce. Part of that regulation should and does relate to the safety of passengers and property. This act, like the sixteen and nine-hour laws, are based on the idea of public safety. If it is warranted by the constitution, it is not unconstitutional. If it is a regulation of commerce it is constitutional. No genuine lawyer will deny that prescribing hours of labor for persons operating trains, prescribed in the interest of public safety, is a regulation of commerce. If any alleged lawyer gives any such erroneous advice and any railroad official, acting on that advice, goes to jail, he should have the benefit of counsel far enough to insure the incarceration with him of that unfaithful lawyer, and both of them would look well in stripes, and probably will be thus adorned if they persist in their announced course. — *Ind. Union.*

#### Alabama Child Labor Law

After September 1 the employment of children under 14 years in mills and factories of Alabama is forbidden. Child labor laws enacted by the last Legislature go into effect on that day. Enforcement of the new law rests with the State Prison and Cotton Mill Inspection Department. Individuals or corporations who violate the law will be subject to a fine of not less than \$10 nor more than \$100 for the first offense, and not less than \$100 nor more than \$500 for the second offense. The new law affects thousands of children working around the mines, factories and in the cotton mills of the State. — *N. Y. Call.*

#### The Unorganized Worker

"One of the incidents that arose prior to the settlement of the impending great railroad strike," says Editor Keith of the *Voice of Labor*, "had to do with an individual who sent a long telegram to the President, protesting against the strike in the name of the workers who would be affected by the strike, and who were unorganized. During the framing of compensation laws quite a number of employees were found who protested

against the writing of such laws, and who claimed that they represented the unorganized workers. Just how a man can represent any body of men who are not organized is beyond understanding; he may think he represents them, but about the only way it can be figured that he does represent them is to state that he assists in keeping back better working conditions and better wages. If that is representation, then we are glad that it carries no weight with those who are striving for higher ideals and better social and working conditions. — *Weekly News Letter.*

#### Raise Wages 20 Per Cent

About 600 unorganized employees of the Standard Forging Company of Indiana Harbor, Ind., suspended work to secure higher wages. Trades unionists organized these workers, who then selected a committee to treat with the management. A general wage increase of 20 per cent was secured. — *Weekly News Letter.*

#### Compulsion Favored

The compulsory arbitration microbe was coddled and given fresh nourishment by Judson C. Clements, member of the Interstate Commerce Commission, in an address to the Grain Dealers' National Association.

Mr. Clements made no distinction between a railroad company and its employees who are forced to accept onerous working conditions. Both, he insisted, are engaged in interstate commerce and he favored a law that would make a legally established obligation and duty upon every worker who seeks and accepts employment not to leave the service of the railroad company, or combine with others to do so, on account of any controversy until a commission could investigate the question "in a fair and impartial" manner.

In plain language, this government official would make it obligatory upon a willing railroad company not to employ a worker until he signed a contract waiving his American right to quite work.

The railroads, of course, would be permitted to continue their policy of dis-

charging men as fancy dictates. — *Weekly News Letter*.

### Docked for Dodging Cars

Track laborers employed by the East St. Louis & Suburban Railway, Ill., must either pay for dodging street cars or dispute the right of way of these conveyances.

The workday of the employees is 10 hours, at 20 cents an hour. When they opened their last pay envelopes each man found pay for nine hours a day. They registered strong objection to what they believed was an oversight, but company officials produced an educated lead pencil to show that each man lost time aggregating one hour a day stepping out of the trenches every time a car passed.

Ten hours' time, minus one hour consumed in keeping from getting killed, leaves nine hours. Nine hours' work, nine hours' pay.

The employees refused to accept this stop-watch system of mathematics and the company is trying to fill the place of 50 laborers on strike. — *Weekly News Letter*.

### Kern-McGillicuddy Compensation Law

The Federal Workmen's Compensation Act, passed recently by Congress, providing relief for government employees injured at work, has been signed by President Wilson.

Every government employee is covered by a complete accident insurance policy, beginning at once, on the signing of the Kern-McGillicuddy Workmen's Compensation Act, providing for a complete system of compensation or pensions to be paid out in case of accident or death resulting from occurrences in the line of duty in the government service.

### MANY EMPLOYEES BENEFITED

The enactment of this law marks one of the greatest and broadest advances made by the Government in the way of uniform legislation for the benefit of its 400,000 employees, and is the result of long and arduous study on the part of the members who were interested enough in the bill to push it through both houses of Congress.

The act provides compensation for disability or death of an employee resulting from personal injury sustained in the performance of his duty. No compensation is allowed if the injury is caused by the willful misconduct of the employee, by the employee's intention to bring about the injury or death of himself or of another, or if intoxication of the injured employee is the proximate cause of the injury or death.

### EXTENSION OF BENEFITS

The previous compensation law, criticized because it covered only a part of the government service in a patchwork manner, benefited about one-fourth of the employees. The new law covers the entire government force, 400,000 in all.

A government commission is created to administer the law and the funds which will be necessary to pay out. Three commissioners at \$5,000 a year will be appointed by the President, and they will make such rules and regulations as are necessary for the enforcement of the act, and are empowered to make decisions arising under the act.

### RATES OF PAYMENT

The payments for disability, as specified in the act, are as follows:

Total disability, 66 2-3 per cent of the monthly pay during the continuance of the disability, not to exceed \$66.67 a month, and not less than \$33.33, unless the employee's monthly pay is less than \$33.33, in which case the compensation is to be full pay.

Partial disability, 66 2-3 per cent of the difference between the monthly pay at the time of the injury and the monthly wage-earning capacity after the beginning of the partial disability, not to exceed \$66.67 per month. If the employee refuses to seek suitable work or refuses to work after suitable work is furnished to or secured for him by the United States, compensation ceases.

Medical, surgical and hospital services and supplies for a reasonable time and in a reasonable amount will be furnished to the injured employee by the Government. The exact details of this provision will be left for the commission. — *New York Observer*.

**National Legislative and Information Bureau**

WASHINGTON, D. C., Oct. 9, 1916.

*To the General Chairmen, Chairmen and Secretaries of State Legislative Boards, and the Secretaries of all Lodges and Divisions of the B. of L. E., B. of L. F. & E., O. R. C., and the B. of R. T., in the United States.*

DEAR SIRS AND BROTHERS:

In the face of the approaching elections, and in view of the many requests received at this office for information regarding legislation affecting the interests of labor, we, your National Legislative Representatives, desire to set forth below a brief and concise history of legislation which has been passed during the present administration which has been beneficial to the laboring men of this country. It is a most significant fact that never before in the history of the United States has there been enacted into law legislation advancing and protecting the interests of the laboring man as has been enacted during the past three and one-half years, and it is our earnest desire that all laboring men know what has been done in their behalf.

1. Organizations of labor and farmers taken from the purview of the anti-trust act.

2. Limitations of the use and prevention of the abuse of the writ of injunction in labor disputes.

3. Legislation defining and restricting punishment for alleged contempts of injunction writs and providing jury trial in contempt cases.

4. Department of Justice prohibited from using anti-trust appropriation funds to prosecute labor and farmers' organizations under the anti-trust act.

5. Passage of Seamen's law, abolishing involuntary servitude, providing better treatment of seamen, and improving life-saving provisions on vessels at sea.

6. Old conciliation, mediation and arbitration act repealed. New law enacted, with permanent officials appointed to administer it in behalf of railroad employees engaged in operating service.

7. Eight-hour law for women and child workers in the District of Columbia.

8. Eight-hour law passed for employees under the Alaska coal-land act.

9. Public construction of Alaska railroad.

10. Industrial education provided with appropriations for farmers and rural residents.

11. Taylor system, stop-watch, and speeding-up methods in the United States navy yards, gun factories, arsenals, and torpedo stations abolished.

12. Piecework prohibited in Post Office department, Washington, D. C.

13. Public construction of battleships, transports, and other vessels in United States navy yards extended. Repairs to vessels of the Navy to be made in governmental instead of private yards. Steadier work assured to employees of Government navy yards.

14. Licensed officers, such as masters, mates, and pilots, guaranteed right to quit, and protected when reporting defects of their vessels to Government inspectors.

15. Bureau of Mines act extended and strengthened. Ten new experiment stations and seven new safety stations provided.

16. Senatorial investigation of industrial dispute in coal fields of West Virginia, whereby peace was restored, the eight-hour day secured, check-weighmen provided, and 10 per cent increase in wages gained; right of organization guaranteed and other improved working conditions included.

17. Compensation for injuries act extended to post-office employees.

18. Locomotive-boiler inspection act extended to cover locomotive engines and tenders.

19. Leave of absence with pay to employees of Government Printing Office extended from 26 to 30 days per year.

20. Investigation of the industrial disputes in the Colorado gold fields and the Michigan copper region, which exposed intolerable conditions under which labor suffered.

21. Increase in the wages of the metal-trade mechanics employed by the Government.

22. Increased appropriations for the Children's Bureau and for the Department of Labor.

23. The child-labor law, which prohibits the shipment in interstate commerce of the products of factories employing children under 14 years of age.

24. The Children's Bureau. Its efforts have been directed toward ascertaining the relations between poverty, disease, and mortality. It has developed evidence strongly tending to show that infant mortality increases in direct proportion to the decrease of wages, and decreases in direct proportion to the increase of wages.

25. The income tax, which was long demanded by labor.

26. The Workmen's Compensation law, applicable to all Government employees.

27. Prevented a reduction in wages and installation and collection of rents for employees on the Panama Canal Zone.

28. Hours of service act amended to provide a minimum penalty of \$100 for violations thereof.

29. An act granting an eight-hour day to the railroad employees of the United States.

30. Every effort by designing opponents to shackle the labor organizations of this country with compulsory investigation of labor disputes was defeated.

There are also pending in Congress many measures of very great importance to organized labor, among which might be mentioned the Thompson-Decker or Clearance bill, the bill for the increase of salary for Inspectors of Safety Appliances, the increase in membership of the Interstate Commerce Commission, the Immigration bill, the Interpleader bill, the amendment to the Employers' Liability law, etc., etc., etc.

In order that the members of our organizations might be thoroughly informed and conversant with the eight-hour day proposition, we have had printed extracts from the *Congressional Record* in reference to the bill granting an eight-hour day to the railroad employees of the United States, which sets forth the bill itself, the speech of President Wilson delivered at a joint session of Congress on August 29, and covers the entire proceedings in connection with its passage, indicating the record votes of the Senate and House of Representatives thereon. We

have also had printed the complete hearings held before the Senate Committee on Interstate Commerce on proposed bills in this connection. We have had copies of these documents mailed to all general chairmen, chairmen and secretaries of State legislative boards, and the secretaries of all Lodges and Divisions of the four Brotherhoods for the information and guidance of all concerned, and we believe it to be the duty of every laboring man and friend of labor to familiarize himself with the action of President Wilson and the attitude and votes of Senators and Congressmen on this measure.

We have a few copies of each document still on hand which we will be glad to send to any member of our organizations who may apply for them. First come, first served, while they last.

While the discussion of partisan politics is prohibited in our organizations, surely it is the duty not only of our own members but of all persons who work for a living to support our friends and, if possible, defeat our enemies at the coming election. Never before in the history of labor has the ruler of any country gone to the length that the President of the United States did in espousing the cause of laboring men and making it his own.

Since laboring men are not wanting in gratitude or lacking in appreciation, it is urgently requested that the position taken by President Wilson and by both branches of Congress be not forgotten, and your National Legislative Representatives are strong in the belief that every man who labors, whether he be union or non-union, has an intense vital interest in maintaining in office, regardless of what their politics may be, men who have shown themselves steadfast friends to the cause of the laboring man, and who have demonstrated their adherence to that which they believed was equitable and just, regardless of what effect it might have upon their political fortunes.

Yours fraternally,

H. E. WILLS, A. G. C. E., B. of L. E.  
P. J. McNAMARA, V. P. B. of L. F. & E.  
W. M. CLARK, V. P., O. R. C.  
VAL FITZPATRICK, V. P., B. of R. T.  
Nat'l Legislative Representatives.

# THE JOURNAL

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**NOVEMBER, 1916**

## Thanksgiving Day

The annual festival of Thanksgiving for bountiful harvests and mercies of the closing year was first held by the Pilgrim Fathers at Plymouth in 1621, and whenever important events, lessened dangers, or prolific seasons suggested it, the festival was repeated during that and the following century. Congress recommended days for giving thanks during the Revolution, and in 1784 for the return of peace. President Washington appointed such a day in 1789 after the adoption of the Constitution, and in 1795 for the general benefit and welfare of the nation. President Madison appointed a day in 1815 because of the return of peace following the war of 1812. President Lincoln, in 1863, appointed a day of Thanksgiving, and all Presidents have since then appointed the last Thursday in November as Thanksgiving Day.

This year Thanksgiving will be Thursday, November 30, and the writer and his good spouse will be specially interested,

because it is the anniversary of their wedding day, and have every reason to give hearty thanks for pleasant experiences, as well as to join in the public felicities; and we hope that the great majority of our Fraternal Brothers and Sisters, and all our readers, may find abundant reason to join in the festival and feast, and to give thanks for the beneficence of God, the grandeur and beauty of the world in which we live, the home comforts we enjoy, and, though we may not "love our neighbor as ourselves," for loving fellowships, the helpfulness and happiness it engenders, and its influence in actuating us in our social and business relations, to apply the Golden Rule, the ethical law of moral and sociological justice.

## The Adamson Law Applied

The effect of the law is being purposely misrepresented by political speakers and others, which is perhaps characteristic of politicians; they say it is a hold-up game, and that it increases wages, etc. They evidently do not want to understand it.

Engineers and firemen are paid by the mile, based on the weight on drivers, or engine's power to handle tonnage, the rates for engineers ranging from 3 to 7 cents per mile. Prior to the '80s there was no overtime paid; if it took 24 hours to go 100 miles it meant no more than if the miles were made in eight hours. But eventually we began to get a 12-hour limit in contracts, the engineers giving the first 30 minutes, over that the company paid a full hour. The rate per hour was established by dividing the 100 miles, which constituted a day's work, by 12, the number of hours before overtime began, which gave the rate per hour as eight and one-half miles; this number multiplied by the rate paid per mile gave the rate for overtime. Eventually we got 10 hours, or 10 miles an hour, written in, and under this rule an engineer getting five cents per mile for running gets 50 cents per hour for all hours over 10 in making the trip.

Now, the Adamson law, when in effect, makes eight hours the limit before overtime begins, overtime prorated, that is, 12½ miles multiplied by the rate he gets

for the class of engine he runs establishes the rate for overtime. For example:

If a run is made from one terminal to another within eight hours, there is no overtime, and no additional cost to the company. If more time than eight hours is required, the overtime per hour will be increased 25 per cent with no change in the wage scale. The organizations believe that with efficient management the amount of overtime can be reduced more than 25 per cent and make little or no additional expense to the companies, and result in expediting business in the interests of both shipper and the companies.

The increased expense for the companies will attach itself to the switching in yards where the work is continuous, and three crews will be needed instead of two, and we do not believe that the public desires to see a class of men with such responsibilities as this class of work imposes obliged to work 12 hours every day in the year, which requires an additional hour to get to his work, and another to make his report and get home to his family.

The yards are working on a 10-hour basis, and a four dollar rate pays, with two hours' overtime, \$4.80—the two engineers \$9.60. These will have to be substituted with three crews, 3 engineers at \$4.00, \$12.00 for each 24 hours, which would mean an increase, not in wages to the men, but increased cost to the company because of the decent hours, and the necessity for additional men to make that possible.

### Organized Labor a Permanent Factor

At both ends of the continent, New York and San Francisco, an effort is being made to destroy labor organizations that presume to interfere with the assumed privilege of the employing class to conduct their business in their own way regardless of public weal. In New York the Manufacturers' Association appropriate \$1,000,000, to this avowed purpose.

In San Francisco, the Law and Order Committee resorts to every means of coercion and boycott to drive all business

into their fight for an open shop. They say they do not wish to destroy the unions, but they must not attempt to deal with the wages or conditions of employment, or interfere with the inalienable right of every man to work whether he belongs to a union or not—a distinction without a difference.

The committee on Industrial Relations says:

"San Francisco has a Mayor who is a millionaire ship owner and capitalist who was put there by the same businessmen who now urge anarchy and violence as a means of driving the workers to their knees, Mayor James Rolph Jr., who in his first campaign defeated a union labor candidate and owes nothing to organized labor except as a good citizen whose business interests cannot blind him to the rightness of labor's cause.

"Mayor Rolph is one of the large employers of labor in San Francisco, and has had long experience in dealing with unions, but considers the welfare of the community above personal interest, and in a public address is quoted as saying:

"In San Francisco at this moment a strong effort is being made in certain quarters to destroy organized union labor, but I predict the failure of this movement.

"They say that every man has an inalienable right to work, but let any man seeking employment go into any shop or factory relying upon his inalienable right to work and demand a job, he will soon find that his inalienable right to work is but a group of words, and that about the only inalienable right he has is to starve.

"We need in this community more men of vision and insight, men who can think in terms of human rights, as well as in terms of property.

"Labor thinks in terms of living. When a union fixes wages at \$3.00 a day, it has not in mind so much the \$3.00 as \$3.00 worth of living; and when \$3.00 will no longer maintain the standard of living, the union feels that it is no longer getting its due.

"The price of labor is something entirely different from the price of barrels, or of ships. The price of labor is the welfare of the nation, the pride of men, the honor of women, the well-being of children; the price of labor is the price of life, of liberty, of happiness.

"Labor unions and collective bargaining have come to stay, because they are necessary to modern civilization.

"In my own business I have found that organization of men in unions has helped me just as much as it has the men. It provides a responsible body

with which to deal, and no union has ever broken a contract with me.'

'This may sound like a political speech, but the Mayor is not running for office, as he is serving his second term.'

#### PERVERSE, SELFISH ATTITUDES

In contrast with Mayor Rolph, let us look at the attitude of some if those who are doing all they can to help our opponents by trying to make our eight-hour day a paramount issue in the political discussions of the day.

President Roosevelt, in his fifth annual message said:

'It should be our aim to reduce the number of hours of the railroad employees, with, as a goal, the general introduction of an eight-hour day.'

Now he sneers at the President, at Congress, and casts serious reflections upon the men in train service. Is the principle changed since President Roosevelt wanted the good wishes of the railroad employees? President Taft, in his second message, called the attention of the House of Representatives to the fact that,

'Since 1868 it has been the declared purpose of this Government to favor the movement for an eight-hour day.'

Does it make a difference who is President, or what party is in power?

We find that some of our members are, to say the least, perverters of their membership, by joining the opposition to the direct interests of the organization to which they retain membership. Disagreeing with the policy of the Order is an inherent right, but to go with our enemies, and publicly try to discredit the membership, is not only "perverse," but suggests fostering personal interest without regard to principle.

A reverend Doctor of Divinity in Brooklyn, N. Y., uses language in relation to the four organizations in which he perverts all Biblical teaching, and evidently does so to please the class that Jesus drove out of the synagogue; and we are wondering how such men can satisfy their own conscience. In the Biblical history, one killed himself, the other shed tears; but dollars instead of conscience seem to gather those willing to lend themselves to pervert the principles they stand for as teachers of morality, and as members of

the organized effort they publicly condemn.

We pay our respects to some of these in the following:

#### THE EIGHT-HOUR LAW

While we believe that nearly all the members of the four orders are pleased with the Adamson law, yet there are some who sneer at it, probably because they think they can get favors they are not entitled to, or get money for their antagonism. We are not surprised at the attitude of such men as George H. Baker, president of a Correspondence School, which assumes to educate engineers and firemen, and who went to the C. B. & Q. in 1888 to teach the *new men* how to fire the engines and help save the coal pile. He was eventually expelled by an act of the convention. He was at one time C. E. of Div. 155, Decatur, Ill., and had served as a delegate to the N. Y. Convention. We saw a copy of a letter he wrote to the President, in which he says:

#### MEN WHO WOULD ACT AS STRIKEBREAKERS

'There are at present in this country fully 200,000 veteran railroad men who have retired from the service within the last ten years; engineers, firemen, conductors and brakemen, who are entirely competent to man the engines and trains on all the railroads, and keep the most important interstate traffic moving until the railroads can either agree with their present employees, or engage their permanent successors.' He says he does not think these veterans would respond to a call from the railroads to enter the service, but expresses an opinion that they would respond to a call from the President, as follows:

'I believe that on your call—and only on your call—100,000 of these veterans would respond with alacrity. I would be one of your volunteers.'

It is evident that G. H. B. thinks he would get even with the B. of L. E. if he could have his proposition worked out, besides, his environment puts him with opponents of organized effort.

#### QUESTIONS HONESTY AND LOYALTY

We do not question any man's right to an opinion and to express it freely, but we reserve the same right, and we have another screed before us signed by "Edgar Jay Dwyer, formerly C. E. of Central Division No. 157," and we are going



to express the opinion that he wrote it for either favors or money. The letter to the *Albany Knickerbocker Press*, Oct. 5, assumes to be political, and we do not object to his political opinions—they are his unquestionable right—and we do not object to his commendation of candidate Hughes for vetoing a two-cent fare bill in the interest of the railroads when Governor of New York, but he should withdraw from the B. of L. E. before he gives such an insult as is embodied in the following paragraph:

"In my opinion the proposed great strike was only a gigantic bluff and President Wilson and Congress laid down to it. If the strike had been actually ordered, the men necessary to make it a genuine success would as a rule have refused to obey."

That was not necessary in his political discussion; it is an insult to the membership of the organizations, and we assume that in expressing his opinion that the majority are disloyal to their obligations, he is governed by his own sentiments.

In a letter to the *New York Sun*, dated Oct. 7th, he takes exceptions to the publication of the President's address presenting the subject of eight hours to Congress, and says:

"All the official organs are going as far as possible, without violating their obligation as nonpartisan organizations, to promote President Wilson's election."

The JOURNAL did not ask anyone to vote for the President, but asked all members to be sure that they cast their vote for men who would favor our interests if elected, regardless of political affiliations. He says:

"The original intention of the brotherhoods was to have the law go into effect Oct. 1st. Why was the time changed? It looks as though they were afraid to test it before election."

This ex-Chief Engineer knows that the organizations had no voice in creating the Adamson law, except to accept its conditions, and is evidently intended as a slur.

His whole discussion, except two or three paragraphs in a whole column, is a tirade against the Adamson Bill, and an effort to belittle the four railroad organizations.

In relation to the splendid Commission appointed by the President to investigate the principles of the bill applied in

practice, he shows conclusively that he is trying to please the railroad managers. Why, we leave to conjecture. He says:

"I believe the general public is not satisfied with the committee as appointed by the President."

Of the great engineer Goethals, who made the great canal a success, he says:

"An eminent engineer, an army officer who is a recipient of favors from the President."

Of Commissioner Clark, who was at the head of the O. R. C. when appointed a member of the Interstate Commerce Commission:

"A member of the Interstate Commerce Commission, to which place he was appointed as the open and pronounced friend of railroad employees."

Of Mr. Rublee, an appointee on the Federal Trade Commission, who failed to get confirmation by the Senate, he says:

"A fawning sycophant of President Wilson. What is the use of trying to delude the public with the report of such a commission?"

The railroad presidents offered to make the report themselves, and have it nicely padded, to hand to the Interstate Commerce Commission, for them to base the extra rates necessary to take care of the eight-hour cost. Of course, they do not like the Commission appointed, they will not be looking for padding, but efficiency of management to avoid overtime when possible, and these figures are sure to be on facts, and the public will not be asked for extra rates unless there is real cause. But E. J. D. evidently has said what our opponents wanted him to.

We again assert that every man has an unqualified right to vote as he pleases, and talk politics all he likes, but we do not believe that a member of the B. of L. E. has a right, legal or moral, to go into print with vituperation, and malign by questioning the motives and honesty of the 600 leaders who accepted the Adamson law as it came to them by Congressional action. The writer has been a Republican all his life, and has asked no one to forfeit any of his political rights; what we did ask, and have a reasonable right to expect from all loyal members was, be sure your ballot goes to help elect a friend, regardless of political party lines.

## TWO EIGHT-HOUR MEASURES

"On September 1, 1916, Major-General George Washington Goethals, as President of the Panama Railroad, put into effect the following rule:

"Effective September 1, the working day for train crews and switching engine crews will be limited to eight hours, except in cases of emergency, when authority for overtime must be obtained through the proper channels either from the executive office or from the superintendent of the Panama Railroad."

"As head of a commission appointed by Woodrow Wilson, General Goethals is about to investigate the working of a law which, under pretense of granting trainmen an eight-hour day, arbitrarily increases their pay, permitting them to work any number of hours they please."

"What must the author of a real eight-hour law think of the fake measure the operation of which he is about to study?"

The above is an editorial screed in the *New York Sun*, and of course shows that the editor likes such stuff as that of Bro. Edgar Jay Dwyer, of Div. 157. It evidently resorts to every means of distorting the facts. General Goethals put in force on the public work of the canal, a government work, a law passed in January, 1868, which, after that date, eight hours constituted a day's work for all laborers, workmen, and mechanics employed by or on behalf of the United States. Signed by U. S. Grant, President; Hamilton Fish, Secretary.

President McKinley, President Roosevelt and President Taft all commended the shorter work-day, and Pres. Roosevelt suggested as the ultimate goal an eight-hour day.

What are the last two saying now?

The *New York Sun* tried to stultify both the subject and General Goethals, but with the above records of law and commendation, the *Sun* makes itself foolish.

The General knew the eight-hour law, and applied it to hours in excess, and is unquestionably well qualified to do justice to the railroads, the men employed and the interest of the public. It is not what the roads wanted, they offered to do it themselves. We want it done fairly, and in the interest of no factor, and we think the men selected are of the right caliber to satisfy the public.

## THE STRUGGLE OF ORGANIZED LABOR

The progress of organized labor, which has been one of the greatest moralizing influences in both law and ethics, is the result of the work of true men in every generation since the *Magna Charta* was wrung from King John, men who have labored, struggled and died, that the principle of human liberty might live, and human labor be emancipated from the condition of chattel to that of ownership of the right to a voice in fixing the conditions under which service shall be rendered. But all the way these efforts have been confronted with violent opposition, opposition which resorted to means to defeat the just claims of labor, which many times drove men to excesses, and with no right under the law, into prisons, and like our nation in its early history, everything it has gained is the result of a serious struggle, and during the struggle the influence of wealth has gathered to it strange bedfellows, men who deal with theories for personal ends.

A member of the O. R. C. lends himself to wealth to produce greater bias in an injunction against members of the Order he is a member of. Others appeal to laboring men to keep on with the long hours and short pay, so their capitalist friends may continue to gather in the golden sheaves; a minister ordained to teach God's law, his environment Wall Street, rants in a manner which would cause his arrest as an inciter of riots, if he represented a working class. The *New York Sun*, in which it appeared, evidently likes its character.

## LAYS EIGHT-HOUR LAW TO HIGHWAYMEN

The Rev. Dr. Charles H. Parkhurst, preaching to his congregation in the Madison Square Presbyterian Church, likened the recent work of the railroad employees in getting the eight-hour law to the work of highwaymen. He said it fell just short of high treason.

"Their conspiracy brought the United States to its knees," he said. "Labor made itself execrable by not considering the rights of others. Those 400,000 men waged war upon the nation and prosecuted it with a willingness to see all suffer if they might win."

Dr. Parkhurst said it would be better to import a foreign despot, some one as imperious as the Kaiser, than to submit to the tyranny of groups of men. When a class of workers becomes so obsessed with gaining their point that they presume to stop the machinery of the nation, it is time to call a halt, he said.

Contending that the railroad strike was projected in the desire to gain easy working hours, he was not sure that the extra two hours will "not be in the interest of recklessness and immorality."

"The employees drove the public into a corner and then smiled sardonically," said the preacher. "It is an aggravated case, and yet there are so many so-called special interests, the grocers, the milk men, all striving for their ends without regard for the people, that it is typical."

He expressed the hope that religion will prevail and encourage the men of these interests to have more regard for the public.

After reading the above, we believe the reader will pardon us for calling the attention of Dr. Parkhurst to the 6th chapter of St. Matthew, 7th verse:

"But when ye pray, use not vain repetitions, as the heathens do; for they think that they shall be heard for their much speaking."

Then after the Lord's Prayer, the 15th verse:

"But if ye forgive not men their trespasses, neither will your Father forgive your trespasses."

We would also suggest that the 5th verse, 7th chapter of St. Matthew, might get his mind on what Jesus taught:

"Thou hypocrite, first cast out the beam out of thine own eye; and then shalt thou see clearly to cast out the mote out of thy brother's eye."

We point to these abnormal cases of opposition to show the need of steadfastness on the part of all members if we are to continue to obtain just remuneration for our services, and to call attention to the fact that these opponents are not a new element, and that they should not influence any one out of that course which makes for the interest of the railroad operatives—the members of the four organizations. As we said in our last issue, "No benefits come to those who do not strive for them."

## SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Anyone knowing the whereabouts of Altis Slavin, who when last heard of was running an engine out of Great Falls, Mont., will confer a favor by corresponding with his mother, Lucinda Gattin, 424 W. Filmore, Kirksville, Mo.

Mrs. A. C. Mun is desirous of learning the whereabouts of her brother, C. E. King, last heard from at Colton, Cal. Was formerly a fireman and engineer on the Iowa division of the Northwestern out of Boone, Iowa. Any information will be appreciated by B. H. Smith, 109 Linn street, Boone, Iowa.

The whereabouts of John C. Russell, 37 years old, brown eyes and hair, is much desired by his wife, Mrs. John Russell, New Franklin, Mo. He worked in the M. K. & T. yards at New Franklin, Mo., and left there on June 15, leaving behind a wife and three children. Anyone knowing of him please write.

Wanted—To know the whereabouts of G. B. Clark, formerly a member of Div. 24, who was on the Mexican National & Central for a number of years. Last heard from some where in Oklahoma about 1902. Kindly address F. O. Brantley, 609 Ave. J, Miami, Fla.

## OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Olney, Ill., Oct. 7, killed, Bro. Otto J. Owen, member of Div. 11.

Dayton, O., Oct. 7, killed, Bro. J. B. Murphy, member of Div. 16.

Rochester, N. Y., Sept. 30, acute bronchitis and heart trouble, Bro. Adam Weitzel, member of Div. 18.

Pueblo, Colo., Sept. 18, collision, Bro. Wm. E. Labestos, member of Div. 23.

Columbus, O., Sept. 28, Bro. Rolla Ford, member of Div. 34.

Portland, Me., Sept. 5, cerebral hemorrhage, Bro. G. D. Bachelder, member of Div. 40.

Lewiston, Me., Sept. 9, general paralysis, Bro. J. J. Curran, member of Div. 40.

Somerville, Mass., Oct. 8, general breakdown, Bro. Geo. H. Edwards, member of Div. 61.

W. Springfield, Mass., Sept. 26, cerebral hemorrhage, Bro. Geo. E. Dennis, member of Div. 63.

Milwaukee, Wis., Oct. 11, injuries received in wreck, Bro. Peter F. Tallent, member of Div. 66.

Toronto, Ont., Can., Sept. 28, paralysis, Bro. Gilbert F. Cranshaw, member of Div. 70.

Lemoine, Pa., Sept. 26, heart failure, Bro. W. H. Wise, member of Div. 74.

Omaha, Neb., Sept. 21, liver trouble, Bro. Wm. Arnold, member of Div. 82.

Sioux City, Iowa, Sept. 19, cancer, Bro. M. Duling, member of Div. 82.

Pottsville, Pa., Sept. 9, operation, Bro. H. H. Hotler, member of Div. 90.

St. Ignace, Mich., Sept. 23, old age, Bro. Wm. Mahan, member of Div. 94.

Bartholows, Md., Sept. 8, shot, Bro. F. M. Madary, member of Div. 97.

Aspinwall, Pa., Sept. 28, fell off bridge, Bro. J. L. Jacoby, member of Div. 108.

Cedar Falls, Ia., Oct. 2, Bro. L. B. Sherwin, member of Div. 114.

Mason City, Ia., July 3, cancer, Bro. M. G. Evans, member of Div. 117.

Cedar Rapids, Ia., Oct. 11, Bright's disease, Bro. E. B. Martin, member of Div. 125.

Hamilton, Ont., Sept. 14, peritonitis, Bro. Wm. Pitt, member of Div. 123.

W. New Brighton, S. I., Oct. 5, paresis, Bro. Geo. F. Woodrow, member of Div. 145.

Syracuse, Ind., Oct. 13, diabetes, Bro. George A. Bowersox, member of Div. 153.

Atchison, Kans., Sept. 24, organic heart trouble, Bro. W. P. Cunningham, member of Div. 164.

Oil City, Pa., Sept. 24, hardening of arteries, Bro. Jas. O'Neil, member of Div. 173.

Little Rock, Ark., Sept. 24, engine turned over, Bro. Brown Crow, member of Div. 182.

Fort Worth, Texas, Sept. 24, Bright's disease, Bro. F. A. Kilander, member of Div. 187.

Marshall, Texas, Oct. 10, heart failure, Bro. L. T. Dempsey, member of Div. 219.

Salt Lake City, Utah, Sept. 10, shot, Bro. T. F. Mahoney, member of Div. 222.

Williamsport, Pa., Oct. 8, cerebral sclerosis, Bro. W. H. Ulmer, member of Div. 250.

Asheville, N. C., Sept. 8, collision, Bro. B. F. Enloe, member of Div. 267.

Rockaway Park, L. I., Oct. 3, Bright's disease, Bro. J. H. Caulk, member of Div. 269.

Chicago, Ill., Oct. 7, cerebral hemorrhage, Bro. John Balderson, member of Div. 294.

Erie, Pa., Aug. 31, heart trouble, Bro. J. C. Manchester, member of Div. 298.

Binghamton, N. Y., Sept. 16, heart disease, Bro. L. K. Whitmore, member of Div. 311.

Niagara Falls, N. Y., Sept. 27, uremic poison, Bro. Thos. E. Swallow, member of Div. 323.

Bryn Mawr, Cal., Sept. 19, Bro. C. J. Felton, member of Div. 330.

Kansas City, Mo., July 31, heart failure, Bro. R. Marshall, member of Div. 359.

New Albany, Ind., Sept. 30, leucæmia, Bro. Raymond Main, member of Div. 361.

Bedford, Ind., Sept. 26, derailment, Bro. Fred. L. Green, member of Div. 361.

Lexington, Ky., Sept. 12, heart trouble, Bro. J. W. Meffert, member of Div. 365.

Austell, Ga., Sept. 16, collision, Bro. Ed. G. McDaniel, member of Div. 368.

Painesville, O., Sept. 11, cancer, Bro. A. R. Stalker, member of Div. 411.

Syracuse, N. Y., Sept. 7, pneumonia, Bro. Geo. Avery, member of Div. 441.

Toledo, O., Oct. 1, arterio sclerosis, Bro. George Daugherty, member of Div. 457.

W. Brownsville, Pa., Oct. 2, blood poisoning, Bro. Jas. A. French, member of Div. 464.

Pittsburgh, Pa., Sept. 26, cancer, Bro. Eugene McCullough, member of Div. 472.

St. Paul, Minn., Sept. 18, hardening of arteries, Bro. John Quinlan, member of Div. 474.

Cincinnati, O., Sept. 30, killed, Bro. J. J. Berry, member of Div. 480.

Parkersburg, W. Va., Oct. 2, Bright's disease, Bro. J. T. Ingram, member of Div. 481.

Tawas City, Mich., Sept. 19, paralysis, Bro. Luke Murray, member of Div. 482.

Athens, Ga., Sept. 15, effects of operation, Bro. R. S. Harris, member of Div. 498.

Cleburne, Texas, Sept. 10, suicide, Bro. C. H. Gipsen, member of Div. 500.

Monett, Mo., Aug. 24, Bright's disease, Bro. John P. Sullivan, member of Div. 507.

Valley Junction, Iowa, Sept. 2, scalded, Bro. Grafton W. Zenor, member of Div. 525.

Mariners Harbor, N. Y., Oct. 4, Bro. Frank Hanlon, member of Div. 541.

Buffalo, N. Y., Sept. 23, diabetes, Bro. John Kinner, member of Div. 544.

Cincinnati, O., Oct. 8, head-end collision, Bro. Elmer B. Sampson, member of Div. 546.

Peru, Ind., Oct. 3, gangrene, Bro. J. W. Cumminga, member of Div. 548.

Proctor, Minn., Oct. 9, complication of diseases, Bro. Frank J. Burke, member of Div. 559.

Chicago, Ill., Sept. 11, Bro. Thos. J. Garland, member of Div. 580.

Youngstown, O., Oct. 4, typhoid pneumonia, Bro. C. W. Garland, member of Div. 627.

Silsbee, Texas, Sept. 14, operation, Bro. W. E. Watson, member of Div. 636.

Quincy, Ill., Sept. 11, Bro. J. W. Butler, member of Div. 644.

Savannah, Ga., Sept. 26, apoplexy, Bro. Wm. M. Foran, member of Div. 646.

Los Angeles, Cal., Sept. 12, cancer, Bro. H. Barnes, member of Div. 662.

Tifton, Ga., Sept. 23, Bro. L. A. Harrison, member of Div. 708.

Needles, Cal., Sept. 20, engine turned over, Bro. R. W. Gholson, member of Div. 739.

Orrville, O., Oct. 1, Bro. Harry Kentz, member of Div. 741.

Lethbridge, Alta., Can., Sept. 15, killed, Bro. H. M. Robinson, member of Div. 750.

Rensselaer, N. Y., Sept. 4, acute kidney trouble, Bro. Jas. G. Paul, member of Div. 752.

Transcona, Man., Sept. 5, engine turned over, Bro. C. E. Moore, member of Div. 816.

Brandon, Man., Can., Sept. 27, effects of operation, Bro. J. F. Thompson, member of Div. 818.

Longview, Texas, Sept. 7, acute appendicitis, Bro. W. E. Cochran, member of Div. 834.

### ADMITTED BY TRANSFER CARD

#### Into Division—

63—Henry Vershon, from Div. 59.

64—A. M. Hunter, from Div. 206.

72—J. C. Birch, N. F. Francis, from Div. 291.

77—J. P. King, C. J. Fox, from Div. 589.

89—C. G. McBride, Phillip Fontaine, Thos. White, A. Guillemette, W. T. Richards, from Div. 268.

128—Wm. B. Ducolon, from Div. 689.

134—M. P. Shuckhart, from Div. 639.

148—O. S. Ward, from Div. 280.

157—Howard Horn, from Div. 688.

161—C. H. Harmon, from Div. 664.

171—J. R. Holliday, from Div. 81.

186—E. L. Traubert, from Div. 623.

194—F. A. Kinney, from Div. 169.

192—D. A. Quinn, from Div. 55.

222—W. L. Hill, from Div. 528.

238—J. F. Calloway, from Div. 681.

238—W. E. Weeks, from Div. 189.

250—A. F. Shelly, from Div. 272.

298—W. J. Springer, from Div. 590.

298—S. F. Thompson, from Div. 597.

303—J. L. Maynard, from Div. 389.

306—L. L. Wolf, from Div. 590.

336—E. A. McLaughlin, from Div. 630.

338—Chas. H. McCrum, from Div. 538.

416—A. W. Springer, from Div. 736.

445—M. H. Rodwig, from Div. 721.

478—Wm. T. Oliver, Wm. L. Wolf, from Div. 520.

494—Ernest Dow, from Div. 768.

498—E. F. Connelly, from Div. 808.

516—G. W. Haven, from Div. 309.

619—N. F. Haag, S. C. Beers, from Div. 626.

660—V. D. Patton, from Div. 766.

662—G. C. Stevenson, from Div. 396.

671—Jas. S. Turner, from Div. 768.

706—L. C. Dickinson, from Div. 210.

715—N. Morris, from Div. 854.

745—Peter Buchman, from Div. 170.

810—G. W. Cahill, from Div. 713.

Robert Kneeder, from Div. 55.

816—A. E. Chudley, from Div. 764.

C. N. Cox, from Div. 243.

837—W. L. Mason, from Div. 723.

847—Edward Gleason, from Div. 654.

852—Donald Dow, from Div. 583.

854—James Baird, from Div. 583.

855—James Belamy, from Div. 818.

F. Ball, Chas. Gotchell, S. A. Allison, Thos. Wallpoll, J. J. Egge, from Div. 854.

F. J. Johnson, Jas. W. Willis, Fred Seward, from Div. 787.

L. Baker, S. N. Sliter, S. A. Johnson, from Div. 683.

J. R. Gibbs, D. A. McKenzie, L. I. Ross, from Div. 749.

M. R. Lewis, S. Stacy, Chas. L. Smith, Bert Stinson, from Div. 817.

858—Walter H. Hair, A. L. Cargill, J. F. McMillen, J. G. St. Clair, from Div. 442.

*Into Division—*

- 862—Jas. Doran, John K. Nelson, from Div. 562.  
 863—W. Pangburn, from Div. 500.  
 865—T. M. Erwin, from Div. 473.  
 866—W. J. Watson, from Div. 733.  
 V. M. Dryman, from Div. 156.  
 S. D. Bazemor, W. M. Bundy, W. M. Butt, P. P. Cornwall, M. Colclough, J. G. Edge, J. P. Fletcher, S. G. Gardner, I. P. Hannon, B. Y. McGivrey, J. A. Martin, J. L. Neely, J. L. Rawlings, J. W. Sheperd, L. C. Stevens, P. D. Tiedale, L. A. Wall, from Div. 435.  
 T. A. Brown, E. F. Smart, G. C. Smith, R. W. Smith, J. C. Tallivast, from Div. 265.  
 867—F. M. Beebe, C. H. Holmes, from Div. 205.

**WITHDRAWALS***From Division—*

- 13—J. E. Powell.  
 37—T. L. Kenney.  
 58—A. A. Ong.  
 76—D. J. Irving.  
 88—A. M. Scharmann.  
 89—Thos. Barnes.  
 90—D. Dockweiler.  
 96—D. Hicks.  
 133—Alfred Robbins.  
 143—Miles F. Gibson.  
 234—John C. Heberer.

*From Division—*

- 273—Thos. Cliford.  
 327—W. E. Young.  
 398—A. N. Keller.  
 403—L. H. Butler.  
 429—B. E. Ames.  
 447—C. E. Smith.  
 518—James Morrison.  
 657—R. W. D. Harris.  
 699—F. H. McConnell.  
 782—T. C. Nichols.

**REINSTATEMENTS***Into Division—*

- 4—H. J. Howard.  
 20—H. W. Nahand.  
 35—W. R. Grant.  
 37—Chas. Gilkinson.  
 48—W. J. Steed.  
 101—H. P. Yowell.  
 L. E. Harwood,  
 A. L. Sinor.  
 111—C. A. Smith.  
 156—Wm. Riorden.  
 W. L. Gray.  
 H. H. Parker.  
 194—H. M. Muse.  
 298—H. G. Oberacker.  
 370—P. J. Griffin.  
 407—J. H. Harper.  
 409—L. E. Arden.  
 435—P. D. Tiedale.  
 452—H. R. Stringer.

*Into Division—*

- 460—Geo. Schwarberg.  
 477—O. Schwartz.  
 503—Jas. Watta.  
 504—L. A. Drukey.  
 585—W. Sibald.  
 A. Dupius.  
 545—W. E. Mott.  
 625—Carl T. Franklin.  
 641—C. H. O'Donnell.  
 648—P. H. Milton.  
 717—W. A. Gates.  
 736—T. W. Williams.  
 A. B. Chisholm.  
 763—J. F. Romine.  
 770—H. O. Bassett.  
 815—C. M. Fleming.  
 816—E. W. Town.  
 819—J. E. Robinson.  
 823—E. L. McAuley.

**EXPELLED****FOR NON-PAYMENT OF DUES***From Division—*

- 121—A. J. Ewing.  
 156—Samuel Austin.  
 396—Wm. H. Wood.  
 398—Jas. C. Love.  
 465—Wm. H. Gray.

*From Division—*

- 700—W. L. Brown.  
 721—A. E. Aldridge.  
 786—C. C. Tidwell.  
 789—W. A. Kirkland.  
 815—Wm. Berry.

**FOR OTHER CAUSES***From Division—*

- 4—A. H. Sandwich, H. C. Sartoris, W. N. Sowell, O. J. Starkloff, G. C. Weis, C. B. White, J. L. Martin, S. Avery, forfeiting insurance.  
 11—E. E. Antibus, Wm. Lowder, forfeiting insurance.  
 25—Henry Rickelman, forfeiting insurance.  
 37—Robert Abbott, forfeiting insurance.  
 W. B. Washburn, violation of obligation.  
 63—Leland Hall, forfeiting insurance.  
 71—Joseph F. McDade, Jr., Wm. H. Quandel, forfeiting insurance.  
 90—W. M. Baat, forfeiting insurance.  
 98—J. A. Murray, J. S. McCoy, T. F. Wilson, violation Sec. 57, Statutes.  
 122—F. Russell, forfeiting insurance.  
 130—Lawrence A. Simons, unbecoming conduct and violation of obligation.  
 135—Jas. Williams, forfeiting insurance.  
 139—W. H. Connor, W. O. Carroll, J. G. Gaffney, M. W. Terrett, forfeiting insurance.  
 148—A. R. Thurlby, violation of obligation and unbecoming conduct.

*From Division—*

- 154—J. W. McCommant, forfeiting insurance.  
 170—H. C. Bush, violation of obligation.  
 186—Barney S. Sharkey, forfeiting insurance.  
 200—Lloyd Stark, forfeiting insurance.  
 214—W. D. Friaby, violation of obligation.  
 221—Chas. Dank, forfeiting insurance.  
 231—W. A. Smith, S. Stucker, A. L. Egdorf, forfeiting insurance.  
 233—H. A. Hann, J. W. Coughenour, forfeiting insurance.  
 238—R. J. Smith, non-payment of insurance and failing to correspond with Division.  
 242—J. R. Straughn, T. E. Kinney, forfeiting insurance.  
 249—F. H. Smalley, non-payment of insurance.  
 253—L. W. McCaughey, forfeiting insurance.  
 265—T. A. Rutledge, violation of obligation.  
 284—C. H. Hoyt, W. M. Whelan, T. E. Martin, forfeiting insurance.  
 303—Alvin Tull, forfeiting insurance.  
 309—E. Redd, forfeiting insurance.  
 323—G. W. Hendry, J. H. Hendry, non-payment of insurance.  
 332—N. W. Cloud, non-payment of insurance.  
 352—J. M. Stickley, forfeiting insurance.  
 357—Henry Oehler, forfeiting insurance.  
 364—S. E. Howard, forfeiting insurance.  
 369—James Kane, non-payment of insurance.  
 371—B. Archibald, violation Sec. 92, Statutes, and Sec. 35, Standing Rules.  
 391—Harry Fogarty, violation of obligation.  
 394—P. B. Gibson, forfeiting insurance.  
 395—O. W. Jones, forfeiting insurance.  
 403—C. E. Correll, Andrew Springer, Thos. J. Con-  
 nion, forfeiting insurance.  
 404—G. A. Ward, forfeiting insurance.  
 416—Wm. J. Riggs, forfeiting insurance.  
 421—John Ertel, non-payment of insurance.  
 435—R. Z. Riviere, forfeiting insurance.  
 441—J. E. Doolittle, D. F. Herlehey, H. J. Nourse,  
 G. H. White, forfeiting insurance.  
 443—J. M. Flummer, violation of obligation.  
 J. W. Simpson, G. A. Smith, violation Sections  
 20 and 35, Standing Rules, and Article 11 (a)  
 Joint Working Agreement.  
 457—J. J. Brady, forfeiting insurance.  
 458—Arthur F. Reeves, forfeiting insurance.  
 462—Albert F. Percival, Geo. E. Norris, violation of  
 obligation.  
 495—E. F. McKenzie, non-payment of insurance.  
 504—F. L. Redding, forfeiting insurance.  
 B. L. Benedict, failing to correspond with Di-  
 vision.  
 507—P. R. Drake, B. F. Barber, forfeiting insur-  
 ance.  
 516—Gus Theyson, forfeiting insurance.  
 544—Chas. Desing, forfeiting insurance.  
 624—H. C. Wehrs, J. J. Waddell, C. W. Carson, for-  
 feiting insurance.  
 633—F. P. Pachorr, forfeiting insurance.  
 634—Victor C. Eggers, J. M. Bell, forfeiting insur-  
 ance.  
 640—E. J. Bartlett, J. A. Poling, F. L. Harria, for-  
 feiting insurance.  
 646—W. W. Addison, forfeiting insurance.  
 653—John W. Stein, violation of obligation.  
 654—C. L. Christie, not corresponding with Division.  
 R. F. Sunderland, non-payment of insurance.  
 Wm. Downey, forfeiting insurance and not  
 corresponding with Division.  
 660—J. A. Des Maze, forfeiting insurance.  
 673—J. N. Fillman, forfeiting insurance.  
 692—B. Blakeley, violation Sec. 53, Statutes.  
 699—F. W. Mathiesen, forfeiting insurance.  
 761—Chas. E. Robinson, forfeiting insurance.  
 776—W. A. Curry, O. H. Mankel, non-payment of  
 dues and not corresponding with Division.  
 778—W. T. Lynch, forfeiting insurance.  
 782—A. C. Castle, forfeiting insurance and not cor-  
 responding with Division.  
 803—W. F. Wise, forfeiting insurance.  
 823—A. G. Krueger, violation Sec. 46, page 37.  
 827—John Moore, forfeiting insurance.  
 851—H. Lobb, refusing to take out insurance.  
 862—R. Lister, J. D. Logan, forfeiting insurance.

The expulsion of Bro. O. B. Hays from Div. 255, which appeared in the October JOURNAL, was an error in reporting to Grand Office. Brother Hays is in good standing in Div. 255. E. M. YOUNG, S. T. Div. 255.

## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 517-520

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B, OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Nov. 1, 1916.

Dear Sirs and Broes:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$3.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
459	W. F. Seidel.....	85	75	May 12, 1881	Aug. 23, 1916	Chronic cystitis.....	\$4500	Children.
460	G. E. Winland.....	32	170	May 1, 1916	Sept. 6, 1916	Killed.....	1500	Annie Winland, w.
461	John Meffert.....	64	305	Feb. 23, 1896	Sept. 13, 1916	Heart disease.....	3000	Lady F. Meffert, w.
462	A. R. Stalker.....	65	411	Dec. 22, 1898	Sept. 15, 1916	Carcinoma.....	1500	Hannah M. Stalker, w.
463	J. J. Curran.....	37	40	May 1, 1907	Sept. 9, 1916	Paralysis.....	1500	Mary A. Curran, w.
464	E. G. McDaniel.....	41	368	Aug. 12, 1906	Sept. 16, 1916	Killed.....	1500	Minnie L. McDaniel, w.
465	G. D. Batchelder.....	56	40	Feb. 29, 1892	Sept. 5, 1916	Cerebral hemorrhage.....	1500	Frances Batchelder, w.
466	C. E. Dyer.....	32	402	Jan. 26, 1908	Sept. 6, 1916	Typhoid fever.....	1500	A. M. Dyer, w.
467	R. S. Harris.....	40	498	Nov. 19, 1905	Sept. 15, 1916	Pneumonia.....	4500	Lucy B. Harris, w.
468	C. C. King.....	35	308	Aug. 26, 1914	Apr. 25, 1916	Killed in war.....	1500	Peter King, b.
469	L. K. Whitmore.....	74	311	Jan. 16, 1887	Sept. 15, 1916	Myocarditis.....	1500	Ellen E. Whitmore, w.
470	S. I. White.....	39	711	Dec. 3, 1906	Sept. 22, 1916	Right leg amputated.....	4500	Self.
471	L. H. Morgan.....	70	60	Feb. 26, 1886	Sept. 21, 1916	Prostatic disease.....	3000	Ellen Morgan, w.
472	E. T. Smith.....	32	78	Oct. 14, 1907	Sept. 11, 1916	Uræmia.....	3000	Mollie I. Smith, w.
473	Matthew Duling.....	62	82	May 1, 1904	Sept. 19, 1916	Cancer of stomach.....	1500	Gertrude Duling, w.
474	Luke Murray.....	72	482	July 1, 1889	Sept. 19, 1916	Arterio sclerosis.....	1500	Martha Murray, w.
475	W. E. Isbester.....	45	29	Jan. 29, 1902	Sept. 18, 1916	Killed.....	1500	Daisy Isbester, w.
476	Eug. McCullough.....	41	472	Aug. 24, 1903	Sept. 26, 1916	Carcinoma.....	4500	Ether McCullough, w.
477	W. E. Watson.....	35	430	Nov. 17, 1907	Sept. 14, 1916	Peritonitis.....	1500	Robert Watson, w.
478	H. B. Masters.....	32	403	Apr. 21, 1912	Oct. 6, 1916	Blind left eye.....	1500	Self.
479	W. P. Cunningham.....	52	164	Oct. 21, 1912	Oct. 6, 1916	Heart disease.....	1500	Mary Cunningham, w.
480	E. F. Wolf.....	56	337	Dec. 9, 1888	Sept. 5, 1916	Tumor of bladder.....	3000	Nida Wolf, w.
481	F. L. Green.....	32	361	Nov. 23, 1913	Sept. 26, 1916	Killed.....	1500	Della W. Green, w.
482	T. E. Swallowell.....	52	328	Aug. 13, 1892	Sept. 27, 1916	Uræmic poisoning.....	1500	Sons.
483	T. F. Mahoney.....	51	222	Apr. 22, 1901	Sept. 10, 1916	Murdered.....	3000	Della Mahoney, w.
484	James O'Neil.....	67	173	Dec. 2, 1897	Sept. 24, 1916	Myocarditis.....	1500	Nora O'Neil, w.
485	J. L. Jacoby.....	45	108	Aug. 5, 1899	Sept. 25, 1916	Killed.....	1500	Carrie L. Jacoby, w.
486	Wm. Arnold.....	58	82	Nov. 14, 1888	Sept. 21, 1916	Cirrhosis of liver.....	1500	Nellie M. Arnold, w.
487	J. W. Butler.....	44	644	Aug. 7, 1910	Sept. 11, 1916	Læmæmia.....	1500	Mrs. Francis Butler, m.
488	Harry Kentz.....	36	741	Feb. 14, 1912	Oct. 1, 1916	Amy' tr' phic lat. scl'is.....	1500	Della Kentz, w.
489	W. E. Cochran.....	47	834	Aug. 16, 1908	Sept. 7, 1916	Intestinal obstruct'n.....	4500	Jessie Cochran, w.
490	John E. Peeler.....	39	275	Feb. 11, 1907	Aug. 25, 1916	Typhoid fever.....	1500	Mrs. H. E. Peeler, m.
491	Raymond Main.....	36	361	Nov. 16, 1906	Sept. 30, 1916	Læmæmia.....	1500	Pearl M. Main, w.
492	Rolla Ford.....	66	34	June 24, 1887	Sept. 28, 1916	Nephritis.....	3000	Rhoda Ford, w.
493	W. H. Webb.....	48	801	Dec. 7, 1902	Oct. 4, 1916	Gunshot wound.....	4500	Mary S. Webb, w.
494	Wm. M. Foran.....	42	646	June 4, 1911	Sept. 26, 1916	Apoplexy.....	1500	Nora Foran, s.
495	Adam Weitzel.....	77	18	May 13, 1871	Sept. 30, 1916	Heart disease.....	3000	Daughter and son.
496	D. C. Hurley.....	44	347	Aug. 2, 1908	Sept. 1, 1916	Killed.....	1500	Harold C. Hurley, s.
497	G. Daugherty.....	78	457	May 9, 1887	Oct. 1, 1916	Myocardial insuff'cy.....	4500	Daughters.
498	L. A. Harrison.....	47	706	July 1, 1906	Sept. 28, 1916	Angina pectoris.....	1500	Birdie Harrison, w.
499	J. D. Kinner.....	53	544	May 23, 1910	Sept. 23, 1916	Diabetic gangrene.....	1500	Dora Kinner, w.
500	L. B. Sherwin.....	43	114	May 14, 1906	Oct. 2, 1916	Mitral regurgitation.....	1500	Mrs. E. Sherwin, m.
501	J. A. French.....	44	464	July 20, 1908	Oct. 2, 1916	Pneumonia.....	1500	Mollie F. French, w.
502	Wm. H. Ulmer.....	61	250	Oct. 27, 1901	Oct. 8, 1916	Cerebral sclerosis.....	1500	Harry T. Ulmer, s.
503	Peter Tallent.....	58	66	Dec. 11, 1892	Oct. 11, 1916	Killed.....	1500	Children.
504	J. W. Mumpower.....	44	781	July 6, 1909	June 27, 1916	Left leg amputated.....	1500	Self.
505	W. B. McGrath.....	33	392	Feb. 16, 1916	Aug. 16, 1916	Killed.....	1500	Wife and sons.
506	Ernest Fitzpatrick.....	29	162	July 17, 1915	Aug. 31, 1916	Killed.....	1500	Mary J. Fitzpatrick, w.
507	John Quinlan.....	44	474	July 17, 1916	Sept. 16, 1916	Abscess.....	1500	Mary Quinlan, s.
508	Brown Crow.....	33	182	Dec. 22, 1910	Sept. 24, 1916	Killed.....	3000	Edward N. Crow, b.
509	G. E. Dennis.....	69	63	Dec. 9, 1887	Sept. 26, 1916	Cerebral hemorrhage.....	1500	Anna P. Dennis.
510	J. F. Thompson.....	52	818	July 12, 1907	Sept. 27, 1916	Cancer of stomach.....	3000	Maria Thompson, w.
511	Frank Hanlon.....	36	541	Sept. 9, 1906	Oct. 4, 1916	Phthisis pulmonalis.....	1500	Lamont Hanlon, s.
512	Chas. W. Garland.....	42	627	Aug. 26, 1912	Oct. 2, 1916	Typhoid fever.....	1500	Nellie Garland, w.
513	Robert Pinkney.....	36	403	Oct. 7, 1906	Oct. 6, 1916	Killed.....	1500	May Pinkney, w.
514	Jno. H. Balderson.....	54	294	Sept. 5, 1902	Oct. 6, 1916	Arterio sclerosis.....	1500	Anna Balderson, w.
515	E. B. Sampson.....	30	546	Sept. 24, 1916	Oct. 8, 1916	Killed.....	1500	Reba Sampson, w.
516	Frank Burke.....	52	559	Nov. 13, 1904	Oct. 9, 1916	Apoplexy.....	3000	Mary A. Burke, w.
517	L. T. Dempsey.....	67	219	Sept. 6, 1885	Oct. 10, 1916	Heart disease.....	4500	Zuma Dempsey, d.
518	Herb' Thompson.....	48	89	Oct. 6, 1910	Oct. 13, 1916	General thrombosis.....	3000	Ada E. Thompson, w.
519	George Bowersox.....	62	153	Apr. 28, 1881	Oct. 11, 1916	Diabetes.....	3000	Ida I. Bowersox, w.
520	A. Edwards.....	71	194	Feb. 3, 1894	Oct. 14, 1916	Heart disease.....	1500	Rebecca Edwards, w.

Total number of death claims 59  
Total number of disability claims 369

Total amount of claims, \$138,000.00

## Financial Statement

CLEVELAND, O., Oct. 1, 1916.

## MORTUARY FUND FOR SEPTEMBER

Balance on hand September 1, 1916.....		\$215,834 28
Received by assessments Nos. 288-291 and back assessments.....	\$162,907 44	
Received from members carried by the Association.....		
Interest for September.....	714 38	
Refund.....	2,996 00	
	<b>\$166,707 82</b>	<b>\$166,707 82</b>

Total.....		\$382,542 20
Paid in claims.....		161,089 45
Balance on hand September 30.....		\$221,452 75

## SPECIAL MORTUARY FUND FOR SEPTEMBER

Balance on hand September 1.....		\$633,108 59
Received in September.....		18,20 35
Balance on hand September 30.....		\$651,628 94

## EXPENSE FUND FOR SEPTEMBER

Balance on hand September 1.....		\$92,521 57
Received from fees.....	\$ 282 87	
Received from 2 per cent.....	3,704 01	
Refund on bonds.....	210 27	
	<b>\$ 4,177 15</b>	<b>4,177 15</b>

Total.....		\$ 86,698 72
Expenses for September.....		3,061 50
Balance on hand September 30.....		\$83,637 22

## Statement of Membership

FOR SEPTEMBER, 1916

Classified represents:.....	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership August 31, 1916.....	1,527	42,977	122	19,836	6	4,528
Applications and reinstatements received during month.....	..	127	..	60	..	13
Totals.....	1,527	43,104	122	19,896	6	4,541
From which deduct policies terminated by death, accident, or otherwise.....	3	129	..	47	..	16
Total membership September 30, 1916.....	1,524	42,975	122	19,838	6	4,525
Grand total.....						68,990

## WANTED

The Insurance Association is still holding money belonging to the various parties named below. If any one can give us information about them, we will appreciate it very much, as we have not been able to locate them. This money is of no benefit to the Association, and we are anxious to place it in the hands of the beneficiaries.

George F. Conrad, Son of our late Brother J. J. Conrad, of Div. No. 730, Altoona, Pa., amount due \$464.04.

May Agnes Hayes, Niece of our late Brother Wm. E. Hayes, of Div. No. 224, City of Mexico. Mex., amount due \$732.00.

James Powers, Brother of our late Brother Michael Powers, of Div. No. 286, Grand Rapids. Mich., not heard from for 15 years, amount due \$136.37.

Mrs. Laura Thorp, Sister of our late Brother F. B. Reynolds, of Div. No. 637, Trenton, Ont., amount due \$1500.00.

W. E. FUTCH,  
President

C. E. RICHARDS,  
Gen'l Sec'y and Treas.

## WEEKLY INDEMNITY CLAIMS PAID OCTOBER 1, 1916.

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
*777	8	George Grant, Adv.....	\$185 00	792	178	E. F. Lewis.....	\$17 14
*778	634	Thomas Smith.....	51 45	793	208	Hiram Colburn.....	45 00
*779	287	Thos. B. C. Knight, Adv	160 00	794	364	A. H. Douglass.....	12 86
*780	688	Frank O. Miller.....	12 86	795	287	T. B. Kelly.....	88 57
*781	47	Ira O. Jones, Adv.....	250 00	796	433	J. B. McIlwaine.....	28 57
*782	372	Chas. W. McCoy, Adv.....	200 00	797	762	J. L. Hollingsworth.....	57 14
783	107	J. T. Downs.....	14 29	798	154	C. D. Sursa.....	8 57
784	220	John H. Taylor.....	22 86	799	323	G. E. Florence.....	42 86
785	86	Willard Russ.....	137 14	800	444	F. W. Dextonia.....	21 43
786	8	T. Schwaab.....	20 00	801	102	Oscar Ober.....	15 00
787	602	Thomas H. Todd.....	11 43	802	86	A. W. Kincaid.....	60 00
788	568	J. F. Womack.....	38 57	803	197	Jas. O. Sullivan.....	48 57
789	225	C. L. LeRoy.....	42 86	804	182	T. E. Kearney.....	77 14
790	781	W. F. Mayson.....	85 71	805	458	Frank Leary.....	60 00
791	491	W. T. Terry.....	60 00	806	218	S. C. Hall.....	107 14

Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
807	471	J. F. Word.....	\$83 57	868	207	J. D. Pyron.....	\$140 00
808	301	S. L. Mayo.....	85 71	869	372	Charles Zynda.....	38 57
809	398	J. T. Sweeney.....	77 16	870	400	E. B. Davenport.....	151 43
810	181	F. U. Norton.....	20 00	871	351	M. M. Wheeler.....	140 00
811	524	Wm. D. Rooney.....	45 71	872	221	A. H. Wyman.....	15 00
812	595	H. C. Campbell.....	28 57	873	618	Chas. W. McCain.....	211 43
813	501	W. P. Colburn.....	5 71	874	743	Joseph C. Clark.....	162 87
814	501	James N. Doak.....	30 00	875	208	E. E. Lane.....	37 14
815	354	William F. Adams.....	55 71	876	146	L. P. Shawley.....	65 71
816	471	J. O. Sheetz.....	20 00	877	364	George Lahey.....	20 00
817	460	P. E. Brady.....	51 29	878	146	P. A. Quackenbush.....	32 14
818	228	John F. Youngblood.....	107 16	879	611	T. M. Ennis.....	71 43
819	177	J. S. Clark.....	20 00	880	772	Horner W. Spielman.....	28 57
820	3	Henry McHugh.....	5 71	881	299	W. T. H. Laseter.....	31 43
821	312	Frank J. Moore.....	220 00	882	23	B. J. McLaughlin.....	25 71
822	48	L. P. Groth.....	64 29	883	302	T. W. Burns.....	25 71
823	134	R. L. Moore.....	60 00	884	267	R. L. James.....	102 86
824	285	J. H. Kellner.....	42 86	885	432	J. H. Hollingsworth.....	5 71
825	215	D. Rice.....	45 71	886	134	J. B. Tooker.....	48 57
826	471	Harry A. King.....	45 71	887	511	Melvin Kissick.....	108 57
827	301	W. H. Keister.....	40 00	888	761	Perry Zimmerman.....	28 57
828	850	C. E. Colson.....	21 43	889	391	H. W. Lawson.....	200 00
829	425	John F. Hickey.....	80 00	890	206	Thomas E. Ormon.....	251 43
830	618	George C. Thomas.....	140 00	891	556	H. S. Russell.....	71 43
831	471	J. W. Kirkwood.....	125 71	892	271	J. W. Belew.....	25 71
832	477	James E. Dixon.....	108 57	893	121	C. H. Chamberlain.....	92 14
833	762	Thos. Mercer.....	111 43	894	400	Wm. Arnold.....	34 29
834	127	C. B. Finch.....	37 14	895	252	C. B. Anderson.....	37 14
835	423	W. F. Howland.....	65 71	896	538	Leonard J. Buehler.....	23 57
836	156	J. E. Marler.....	25 71	897	538	George Kissinger.....	20 00
837	473	Ed Douglass.....	20 00	898	568	C. F. McComas.....	168 57
838	498	W. W. Johnson.....	37 14	899	781	G. H. Ingram.....	40 00
839	517	Wm. C. Weer.....	11 43	900	86	John L. Capps.....	25 71
840	517	J. E. Kencie.....	23 21	901	399	A. C. Kelly.....	174 29
841	136	Fred Knoder.....	17 14	902	616	C. W. Chapman.....	11 43
842	724	L. F. Keolker.....	17 14	903	10	George E. Edmunds.....	15 00
843	86	O. F. Foster.....	82 86	904	10	S. M. Kier.....	19 29
844	605	A. E. Ammon.....	431 43	905	10	Miles J. Fletcher.....	38 57
*845	444	W. E. Will, Adv.....	100 00	906	826	George J. Leary.....	42 86
846	3	W. E. Prouty.....	51 43	907	8	C. L. Sponsler.....	8 57
*847	86	ThompsonMcCahey, Adv.....	875 00	908	177	Jacob Henry.....	8 57
848	392	Frank H. Fandrich.....	28 57	909	428	Louis Buchert.....	28 57
849	210	J. G. Dunbar.....	34 29	910	559	J. H. Fox.....	45 71
850	402	P. E. Nagel.....	22 86	911	177	E. C. Howe.....	5 71
851	408	M. J. McCarty.....	15 00	912	254	D. D. Hall.....	22 86
852	169	Wm. J. Bell.....	27 14	913	230	James O'Bryan.....	20 00
853	471	Wm. A. Howard.....	47 14	914	370	Henry McBurney.....	32 14
854	317	Milton Hicks.....	17 14	*208	19	Frank S. Padgett, Adv.....	100 00
855	603	F. S. Stone.....	28 57	*359	585	R. S. Hunt, Adv.....	220 00
856	198	Harry Morgan.....	34 29	*637	568	J. M. Cox, Adv.....	100 00
857	23	Horace Rosson.....	54 29	*708	542	William Toomey, Adv.....	60 00
858	237	Chas. F. Kensler.....	34 29	920	512	Monroe Krewson, Bal.....	595 71
859	554	John Lee.....	20 00	*314	562	J. R. Coyne, Bal.....	170 00
860	339	A. B. Rodgers.....	105 71	*949	66	Chas. A. Robinson, Adv.....	80 00
861	177	Chas. J. Adams.....	25 71	*318	210	J. L. Fickling, Adv.....	150 00
862	423	J. W. Hall.....	40 00	*492	301	T. F. Dixon, Bal.....	95 00
863	471	E. L. Stone.....	42 86	*529	372	Henry Manley, Adv.....	200 00
864	155	Emory O. Shively.....	20 00	640	853	D. D. Trout, Bal.....	55 00
865	27	J. A. McMurry.....	40 00	*703	542	William Toomey, Adv.....	45 00
866	471	A. R. Cannady.....	25 71				
867	66	Jas. J. Brady.....	147 86				
							\$10,969 83 10,969 63

Total number of Weekly Indemnity Claims, 134. \*Number of Advance Payments on Claims, 14.

\*\*Claims reopened, 2.

#### INDEMNITY, DEATH AND DISABILITY CLAIMS PAID OCTOBER 1, 1916.

Claim	Div.	Name	Amt. Paid
179	525	Grafton W. Zenor.....	\$1,050 00
			\$1,050 00
			\$12,009 63

Total number of Indemnity Death and Disability Claims, 1.

Weekly Indemnity Claims paid from December 1, 1906, to September 1, 1916 \$319,578 56

Indemnity Death and Disability Claims paid from April 1, 1907, to Sept. 1,

1916.....	309,847 85	
	\$1,129,426 41	\$1,129,426 41
		\$1,141,436 04



## ford.....188 Evansville.....410 MASSACHUSETTS NEW JERSEY Portsmouth, N.H.

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# LOCOMOTIVE ENGINEERS JOURNAL

YEARLY SUBSCRIPTION \$1.00



Vol. 50

DECEMBER, 1916

No. 12



# Pabst Extract American Girl Calendar For 1917

The American Girl at home and abroad, is famed for her beauty, her grace and her charming feminine ways.

All that is characteristic of the typical American Girl is exquisitely portrayed by the famous artist, Mr. Frank H. Desch, in the Pabst Extract American Girl Calendar for 1917. The face, the form, the pose, the costume, the freshness and charm of vigorous youth—make a composite picture of womanly beauty that calls forth the admiration and praise of everyone.

This beautiful art panel—shown in illustration herewith—is seven inches wide, thirty-six inches long. It is lithographed in twelve shades and tints, harmoniously blended, and makes a pleasing and attractive decoration for any room or office.

No advertising matter whatever—not even the title or months—is printed on the front. Scores of calendars, far less artistic, are sold in art stores at prices ranging up to a dollar or more. *But we send you this calendar free*, asking you to pay only the cost of packing and mailing, hoping that it will remind you that

## Pabst Extract The "Best" Tonic

**"Brings the Roses to Your Cheeks"**

—that it is a natural tonic which enriches the blood, rebuilds the wasted tissues of the body, steadies the nerves and tones the entire system. Being a perfect blending of the extract of choicest malt and hops with iron, it is nature's own builder and re-invalidator—a splendid tonic recommended by leading physicians for nursing mothers, convalescents, anaemics, all who are run down from any cause, and as a revitalizer for the aged.

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# LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER  
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Volume 50

DECEMBER, 1916

Number 12

## How December 25 Was Chosen

How many people know why Christmas came to fall on December 25?

Everybody knows that it is the day celebrated alike by the Catholic, Protestant and Greek churches as the nativity of Christ, yet nobody knows if it is the actual date.

The uncertainty is due to the prejudice of early Christians against the celebrations of birthdays. They regarded such a custom as heathenish, and made no exception, even to the Savior's birthday.

It was not until Christianity had triumphed, three centuries later, that the prejudice against the observance of birthdays died out, and an investigation as to the date of Christ's birthday was begun.

Julius, Pope or Bishop of Rome, asked St. Cyril in 386 to ascertain the real anniversary of the nativity. St. Cyril reported the date to be December 25, to the best of his knowledge, after extensive research, and the date was accepted by Julius and promulgated as the anniversary of Christ's birth. Before the end of the fifth century the date was accepted by all Christendom.

January 6, April 20, March 20 and March 29 are some of the dates that were serious contenders for the distinction before December 25 received the seal of Julius' approval.

Even after the date was generally accepted by all Christian nations the holiday had its struggles. The English

Roundhead Parliament of 1643 abolished Christmas, and for 12 years it was not observed in England. Royalty gained the ascendancy, however, and Christmas was re-established as a national holiday.

Governor Bradford, of Plymouth, in 1621, history says, had occasion to rebuke some young men, who had come over in the ship *Fortune*, following in the trail of the *Mayflower*, because their consciences would not allow them to work on Christmas, with their sterner Puritan brothers.

In 1659 the General Court of Massachusetts passed a law fixing a fine of five shillings against anyone who should by abstinence from labor, feasting or any other method, observe Christmas. — *Pittsburgh Iron Trade Review*.

## Christmas Day

BY A. P. RITTENHOUSE

A day in winter time, like other days

In that chill season of the closing year:

The sun shines dimly through a frosty haze,

On leafless trees, and landscape bleak and drear;

The silent forces of the earth appear

To be in slumber under robes of white;

The flute-voiced birds that charmed the listening ear

In autumn days, have winged their rapid flight

To far off southern lands, where warmer climes invite.

And yet this day is sacred,—set apart

From other days, for sacrament and song;

It bears a tender message to the heart,

And gives it power to suffer and be strong

Amidst the selfish and contentious throng

Who fill the world with bitterness and strife.

And crucify the Right and crown the Wrong;

Who slay and kill to sounds of drum and fife,

And love the gleam of gold far more than human life.

This far descended day,—God's truce to earth.  
 Star-heralded to lost humanity,  
 Survives the years, memorial of the birth  
 Of Him who brought man immortality,  
 And reconciled him with the Deity.  
 Great kingdoms of the earth have passed away,  
 And dynasties of rulers ceased to be,  
 Since dawned the morning of that blessed day  
 Which over Christian hearts holds its eternal sway.

Through all mutations of the world and time,  
 Through all the woes that life is doomed to bear,  
 Through all the sad results of wrong and crime,  
 Through all the depths of sorrow and despair,  
 The Christmas day abides forever,—fair  
 And full of promise: glorious as when  
 The heavenly host assembled in the air,  
 And singing "Glory to the Highest," then  
 Pronounced the benediction of "Good will to men."  
 —*Wisconsin Farmer.*

### A Christmas Message

BY CARDINAL GIBBONS

In his 78th year, 1912, the highest church dignitary in America, the Catholic primate, whose fame as a man of letters and an interested observer of human events is widespread, goes back to the time when he was less experienced in the doings of mankind to send a Christmas message to the people.

Recently a reporter sought Cardinal Gibbons in his official residence in the quaint old southern city of Baltimore and asked of him a Christmas message to be sent broadcast throughout the land.

"My son," replied the Cardinal, "my message on Christmas was delivered many years ago, and every word of it is as germane to a discussion of the holiday at present as it was when I first delivered it. You will find it among my sermons."

Here is the message exactly as the reporter discovered it in his "Discourses and Sermons:"

"Of all the festival days in the year, Christmas is always the brightest and most gladsome. Though there be cold in the air and frost and snow under our feet, there is always warm sunshine in our hearts.

"Thanksgiving Day, though it is annually heralded by the proclamation of the President and Governors of States, is commemorated only by those who live under the American flag, and by our fellow citizens sojourning in foreign parts.

"But Christmas is a world-wide festival, in which every Christian nation of

the earth participates. Though unannounced by civic proclamation, it is forgotten by no one. It is eagerly expected by all; it is heartily enjoyed while it lasts, and leaves after it sweet religious memories. It returns every year as fresh and fragrant as the new-born flowers of spring.

"Our forefathers in the faith worshiped the infant Savior nineteen centuries ago, and we worship him with unflagging devotion today. Christmas is always popular. 'Ever ancient and ever new,' time writes no wrinkles on the heavenly brow of this annual visitor.

"The young rejoice today. This is pre-eminently the feast of holy childhood, which is consecrated by our Savior's birth. They welcome the day with gleesome hearts. They see in their father's face a brighter smile, and their mother's embrace seems to them more tender than usual.

"The aged couple, growing young again, share in the innocent sports and mirth of the little ones. The spirit of Jesus, who has said, 'Behold, I make all things new,' quickens them with new life, makes them feel again as children, and gives them a foretaste of the perennial youth reserved for them hereafter. And the poor man rejoices today. And why not? Of all days in the year, does he not feel this morning the dignity of his Christmas equality as he enters the house of God? Does he not realize that as the humble shepherds were as welcome to the crib of Bethlehem as were the princes from the East, so is he not as welcome as the rich man to kneel before the altar and to partake of the banquet of the Lord?

"The benevolent rich man rejoices during this holy season. His soul expands and is enlarged under the genial influence of heaven-born charity. He enjoys that sweetest and most rational pleasure of contributing by his bounty to the happiness of others. And he is rewarded for his generosity by the prayers and gratitude of the recipients of his favors. And thus is established a happy interchange of good between the rich and the poor.

"The pilgrim and wanderer is gladdened today, though far away from the parental roof. He meditates on the scenes of his

childhood and revisits the altars of his youth. Yielding to some sacred impulse, gentle but powerful, he is drawn this morning to the church he had long forsaken. He says in his heart, 'I will go to the altar of God, to God, who rejoiceth my youth.' God grant that the good spirit that animates you this morning may abide with you forever. May Jesus, born in your souls, grow there unto a perfect man!

"Above all, Christmastide is a season of family reunion. The sons and brothers, scattered far and wide, are eager to meet and to renew the cherished affections of early days. They love to hear their father's, and mother's, and sister's voices, and to partake with them of the family meal, and to relate their varied struggles in the tumultuous sea of life. And they return to their respective pursuits refreshed and fortified by the endearing memories of domestic ties.

"But who is it that gladdens today the hearts of young and old, of rich and poor, and of the pilgrim, and that knits again the bonds of family love? All are warmed by the rays that emanate from the Babe of Bethlehem. The festival of Christmas is only to be recalled to mind in order to fill us with mingled sentiments of joy and exultation, of love and gratitude. It is a mystery more suggestive of silent meditation than of noise or words. For what is the mystery we celebrate? Let me briefly announce it.

"The word was made flesh, and dwelt among us, and we saw his glory, the glory as it were, of the only begotten of the Father, full of grace and truth."

"Jesus Christ," says St. Paul, "being in the form of God, thought it no robbery to be equal to God, but emptied himself, taking the form of a servant; being made to the likeness of man, and in fashion being found as man. He humbled himself, becoming obedient unto death, even the death on the cross. For which cause God hath also exalted him, and hath given him a name, which is above all names."

"He who existed from all eternity, who said, 'I am the first and last, and behold I live forever and ever'—he becomes an infant born today.

"He who feeds the beasts in the field,

the birds of the air and the fish of the sea, he of whom the Psalmist writes, 'All creatures accept thee, that thou give them food in seasonable time'—he is now reduced to the necessity of seeking food from the hands of another.

"He who clothes the lily of the valley and covers the sheep with their yearly fleece, he who decks the heavens with such beautiful tints and colors, is wrapped in swaddling clothes.

"He who dwells in the highest heavens, whom the heaven of heavens can not contain; he in whom we 'live and move and have our being'; he who says to himself, 'Heaven is my throne, the earth my footstool'—he has now a stable for a dwelling, a manger for a bedstead, a little straw for his pillow, his companions being dumb beasts.

"The Author of the Universe, who gave motion to the planets, who said to the sun, 'Run thy daily course from east to west,' he who holds in his hands the destiny of kings and emperors, now becomes for our sake powerless and helpless.

"But let us not for a moment lose sight of the true nature of this homeless, poverty-stricken Infant. Though a Child of a day old, we adore him as our eternal God. He is 'God of God, light of light, true God of true God, begotten, not made, substantial to his Father, by whom all things are made.' Though he has taken on himself our nature, he has contracted none of our guilt. He is like unto us in all things, sin only excepted.

"On this day the Orient from on high hath visited us. He has adopted us as his children. He hath poured out on us the riches of his grace and mercy. Let us also exercise charity toward the poor. It is related in the gospel that while two of the disciples of Jesus were going from Jerusalem to Emmaus, our Lord appeared to accept their hospitality. It was only after he had broken bread with them and had vanished from their sight that they recognized him as their Savior, and they exclaimed: 'Was not our heart burning within us whilst he was speaking in the way and opening to us the Scriptures?'

"Jesus also appears to us in a disguised form. You will find him at the orphan

asylum in the guise of an orphan. You will find him in the Home of the Little Sisters in the person of the aged poor. You will find him in the home of the afflicted and genteel family, who are unable to work and are ashamed to beg. Help the aged and the orphan, and hide your offering in the hands of the family that shrink from public attention. And thus you will enjoy a greater privilege than Abraham possessed when he unconsciously entertained the angels, and you will entertain the God of Angels. Like the disciples going to Emmaus, you will minister to Jesus Christ, who has said: 'Amen, I say unto you, as long as ye did it unto one of the least of these, my brethren, ye did it unto me.' "

### To the Spirit of Christmas

BY LOUELLA C. POOLE.

Once more the Blessed Day has come  
To soothe the hearts of Christendom—  
Like some cool hand that's pressed  
Upon the fevered pulse of pain,  
The Christmas Spirit comes again  
To quiet our unrest.

Forgot awhile are grief and loss,  
The brooding cares that irk and cross;  
From farthest sea to sea,  
From northern lands of ice and snow,  
To where the rose and jasmine blow,  
The Holy Mystery.

Its influence benign outspreads;  
On bended knees, with low-bowed heads,  
With myrrh and spices sweet,  
Fit recognition we would make,  
Our alabaster boxes break  
In tribute at His feet.

O holy, blessed Christmas-time,  
Of perfumed censer, pealing chime,  
Thy fairest gifts, we pray,  
In boundless measures, full and free,  
Bestow on those across the sea,  
So sore their need today!

The old and frail, forget them not;  
And those about whose lives are wrought  
So much of hope and prayer—  
Our little ones, the coming race—  
Bestow on them thy tenderest grace  
To grow in wisdom fair!

Sweet Yule-tide, of thy fullness bring  
Peace unto hearts now sorrowing,  
And unto great and small,  
To man, bird, beast—to all that live—  
Thy richest benediction give,  
Thy happiness to all!

—Our Dumb Animals.

### Twice Given

BY F. A. MITCHEL

#### I.—HER STORY

I well remember those days when Philip and I were young—Philip was twenty-one and I eighteen—and lived on adjoining places in or rather near the beautiful village of Glendale. That was before people had become commercialized, before those who were intellectual were divided into groups, as they are now, the scientists forming one group, the musicians another, the literary people another. Then refined persons took some interest in all these branches.

True, individuals had their favorites. Philip and I were devoted to poetry. Philip had a naturally refined taste for poetry and did much to form my taste. He loved the pure and simple poets, like Wordsworth and Burns. Tennyson was in his prime at that time. At Christmas time Phil had given me a blue and gold bound edition of his works with a steel engraved frontispiece portrait of the author as a young man, and he was very handsome. His "Locksley Hall" was then a favorite, and every one with any poetic taste at all was reading it.

Philip and I used to read together, and since I owned a copy of Tennyson and there were in it some gems on which Philip and I agreed, the book was at the time a part of our intellectual lives. My little blue and gold edition—blue cover and gilt edge—was very pretty, but I fancy now it was the association that gave it its beauty for me. And is it not often the association that makes certain bits of literature especially dear to us?

There was one poem that Philip and I considered the gem of the whole book, and I have since seen it mentioned by litterateurs as one of the most effective poems ever written. This is the first stanza:

Tears, idle tears—  
I know not what they mean.  
Tears from the depth  
Of some divine despair  
Rise in the heart  
And gather in the eyes  
In looking on the fields  
Happy autumn fields,  
And thinking on the days  
That are no more.

One morning I was in the conservatory gathering some flowers to decorate the living room mantel. Philip came in without ringing, as was his custom. Up to that moment it had not occurred to me that this period of happy youth would ever end. Indeed, I had not realized how delightful it was. Phil brought me news that it had passed forever. He had been offered a position in a western city and was to take his departure immediately.

How I strove to avoid showing the shock the announcement gave me! It seemed that I could feel the blood leaving my cheeks. Tears, so beautifully described in the poem I have quoted, "rose in my heart and gathered in my eyes." But lest Philip should see them I turned away from him.

There were but a few minutes for the parting. We had not been lovers—at least if we were we had not known it. Phil put out his hand to a plant beside him, plucked a rose that had just passed from bud to bloom and handed it to me. He said no word, but I knew that he meant it to be expressive of his regard for me. My hand was pressed by his, and he was gone, back to the house whence he had come, and reappearing with his belongings he entered a carriage standing at the gate and rode away.

I can see him now, though half a century has elapsed, waving his hand to me as he passed out of sight.

The dearest thing in the world next to Phil was now the rose he had given me. I kept it for a short time in water, then put it into my Tennyson, pinning the stem to a flyleaf on which my name appeared as the owner of the book and Phil's as the giver on Christmas day, with the date. Under it I wrote the number of a page in the book. On that page was the poem that Phil and I had agreed was our first favorite, beginning "Tears, idle tears." These words I underscored.

All this may seem very lackadaisical to those who are engaged in the humdrum of life, but to me, even though I am an old woman with snow white hair, it is the tenderest memory of my long life. I sometimes wonder if the present generation, now that the pervading sentiment of that period, or at least the almost uni-

versal love for a beautiful poem, has died away, feel as deeply as we did then. The human heart is the same, but has not the commercial spirit of the age blunted human sensibilities?

Though Philip and I were far from each other, never saw each other, he was in my heart and as much to me absent as present. It never occurred to me that I could love any one else, and I never did. Others came and went. Some honored me with the supreme compliment a man may pay a woman, but found no response in me. Indeed, I wondered what had led them to suppose I would respond.

Father's death made a great change for us, his income depending upon what he did instead of what he had. When we left our home to others who could afford to enjoy it I was ill and unable to take away with me such articles as I especially wished to keep. That which I prized most—my Tennyson—mother and the others knew least about, and for what I prized it I told no one. After my recovery I looked for it among the few books that had been brought away, but did not find it. I never had an opportunity to recover it.

## II.—HIS STORY

After parting with Marion I confess that I was so filled with the new life before me that the break between her and me was somewhat overshadowed. I wrote her friendly letters, but since I had not spoken of love to her and saw no prospect of our again living near to each other I did not think it advisable to write it now. Remembering the rose I had given her, I wished I had received some parting gift from her. But I had nothing she had ever given me except a smoking cap she had embroidered for me. This I hung on a hook on the wall in my room. Often I sat in my easy chair after a day's work with my eyes fixed on the cap and fancied her bending over it, her fair hands plying her needle in its decoration.

I am aware that many a man has become sentimental over a gift a girl has given him, and in this degenerate age such feelings furnish material for the writers of comic papers. Nevertheless to me those thoughts of my dear Marion



—though a period followed when the picture grew dim from absence—are still sacred. Her glossy chestnut hair is now white as snow. Her fair skin is now shriveled, but this does not one whit detract from the sacredness of this memory of her when she was a girl.

That period of which I have spoken, when her picture grew dim from absence, began—if it really had a beginning—a few years after I parted with her and lasted for a decade. During this time I heard that her father had died and the family had been obliged to give up the residence in which I had passed pleasant hours with her and move into a smaller one, which I understood was in another city. After this I lost track of her entirely, and my feeling for her may be said to have lain dormant.

One winter—it was thirteen years after I had parted with Marion—I found myself in a city not far from my old home. It was Christmas time, and the anniversary revived memories of the past. I determined to visit the spot where I had passed my childhood. A few hours' travel brought me there. The house where I had lived as well as Marion's home had passed into other hands. Mine was vacant; hers was occupied. Going to the latter, a lady came to the door, of whom I asked to be allowed to look over the lower rooms, explaining that I had once been intimate with a family that then lived there. She kindly admitted me.

The furniture was the same as of yore. I stepped up to the library and looked over the books. Presently my eye caught a blue and gold copy of Tennyson. A vague idea came to me of something very sweet connected with it. Taking it from the shelf, I opened it at the frontispiece and saw the familiar picture of a young poet. There on the flyleaf I saw the words, "To Marion, from Philip, Dec. 25, 18—." Beneath this was the number of a page. Turning to the page indicated, I saw the first three words of a poem—"Tears, idle tears."

That poem always seemed to me to have in it what it alone can express, so I will not try to express it. The realization of what Marion had for me, the fact that for thirteen years I had lived without it,

that it had been passing into oblivion, came to me suddenly with great force.

But the poem was not all. On the flyleaf, on which the reference was written, were four pinholes and a discoloration in the shape of the stem of a flower and above the stem the marks of where the flower had been. It was plain to me that Marion had pinned a flower—the rose I had given her at parting—to the flyleaf.

"Madam," I said to the lady who had admitted me, "could you be induced to part with this book?"

"Certainly," she replied, "you are welcome to it. We bought everything in the house from the former owner, including the books, for which we paid a song."

"Can you give me the address of the former owner of this?"

"I can put you in a way to get it."

On the day before Christmas I wrote on my card "To Marion, from Philip," adding the later date. Then I put the book of poems in a box, laid the card on it and sent it to Marion. The same evening I directed my steps to her new home. I found it an unpretentious one. I was glad of it. I had become prosperous, and if Marion was still for me I wished that I could give her much more than my unworthy self. Being admitted by a maid, I gave her my card.

When Marion came down the smile that lit up her face—a smile that was mingled with a blush, for she knew that I had seen the words she had written at our parting—more than made up in the change in her from youth to incipient middle age. I shall not profane this narrative by detailing what passed between us on that happy meeting. Such scenes have been given by novelists in the shape of formal proposals fitted only for the theater. What Marion and I felt could not be given in words. Indeed, it was all feeling. Words were unnecessary.

I will only add that we spent together the happiest Christmas of our lives.

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### Mr. Periwinkle's Fiddle

BY ANNETTE M. GADE

Jonas Periwinkle had come home from his dingy little office downtown to his dismal lodging house apartment on this

bright Christmas eve weary of foot and heavy of heart. Although not one of those unfortunate individuals who, paradoxical as it may seem, take a pleasure in feeling miserable, yet it was not an unusual thing for him to fall into a melancholy frame of mind when approaching his cheerless abode in Lodging House row, for there were no happy faces of merry children nor kindly voice of loving wife to welcome him there. No; only his landlady with her cold, hard smile and the dreary little housemaid, Susan, whom he occasionally met on the narrow carpetless stairs.

So on this particular evening, coming out of the brightly lighted streets gay in their holiday attire, filled with a joyous, jostling multitude, his somber little apartment looked especially comfortless and empty, while the deep stillness of it all oppressed him as with a nightmare.

"Better off would you be, Jonas Periwinkle," soliloquized he, "were you dead, than to live to be the miserable, forlorn old bachelor that you are, with neither kith nor kin nor any living creature to care a jot for your existence."

With this he accentuated the asperity of his feelings by giving the fire a vigorous stir with the poker. It shot out a sudden glow of light into the dark recess of an opposite corner. There, hanging upon the wall in the last stage of decrepitude, was an antiquated fiddle which had long since outlived its usefulness, blackened by age and disfigured by many a crack. Ah, many a year had gone by since those worn strings had been responsive to the touch of the old bow beside it! Jonas Periwinkle's gaze, caught by the sudden flash, fastened upon this relic of departed joys. His eyes became misty, while his voice softened into tenderness.

"Ah, there's my old fiddle, my old, wornout fiddle, companion of my youthful days! Could you but speak, old friend, how many a tale you might tell of the good old days down in Bramble Hollow! But you are worn out now, like my forlorn self, fit only for the grave—yes, ready for the grave."

He rose and lifted the object of his soliloquy from its resting place on the wall. An old rusty nail fell to the floor

with a jingle, while a little cloud of dust, like incense, ascended into the air. It was truly incense upon the altar of devotion, for never had he allowed his landlady or the dreary Susan to disturb this object of his affection. He tenderly brushed away the spider's silver web across its bosom and sat down again in his chair before the fire, fondling it upon his knees as a mother would her babe.

"Master," said a queer little voice, somewhat akin to the quick, sharp chirp of a cricket, "Master!" Jonas Periwinkle drew himself erect in his chair with a sudden start and peered anxiously around into all the corners of the room in search of the intruder.

"I thought I heard a voice," muttered he, "but 'twas only the creaking of the shutters or the wind in the chimney. It often plays queer tricks on these December nights. Jonas Periwinkle, you are an old fool, frightened by your own shadow like any child!" And he shook himself with a disdainful shrug of the shoulders, as if to bid defiance to such an unmanly exhibition of fear.

"Master! Jonas Periwinkle! Master!" repeated the little voice an octave higher and more insistent.

"Who calls me master?" said the now thoroughly bewildered man, summoning up his waning courage by an extraordinary effort. "I'm nobody's master. I'm nothing but a poor, honest working man, toiling for daily bread, master of neither chick nor child nor of anything in heaven or earth."

"Don't you know me then, master?" came the voice again in a tone of reproach. "We have been companions for years. From early boyhood we have lived together in sorrow and in joy. You have not forgotten your old fiddle, have you?" And now the queer little voice took on a tenderness of expression, like the playing of the wind through the trees of a summer's day, while its owner, the fiddle, leaned caressingly back into its master's arms. A wondrous transformation had taken place. In the thick darkness it seemed to shine with a kindly light, and Jonas Periwinkle thought it strange he had never noticed before the likeness to the human face which now an-

imated his worn-out old fiddle. All his fear vanished.

"Come, master dear," continued the fiddle, "let us be young again, if just for tonight. While all the world is full of joy and brightness, let us go back to dear old Bramble Hollow, where we passed the happiest years of our lives, and spend our Christmas there."

"Gladly would I," said Jonas sadly, "but the gates of the past are closed against me forever."

"Not so, dear master; not so," went on the fiddle. "I hold the key which opens them. Take up the bow and play the old-time tunes once more. The present will become as a forgotten dream and the past the only reality."

"Impossible!" answered Jonas. "Man has no power to revivify the past." But even as he spoke, without any volition of his own, he grasped the bow firmly and, impelled by some mysterious influence, drew it across the strings which had been mute for years. Backward and forward, up and down, flew his hand, moved by that mighty power, while out from the bosom of the old fiddle poured a melody of sound it had never known before, trilling the tender old-time song, "Home, home, sweet, sweet home."

It seemed to Jonas Periwinkle the echo of his mother's voice singing over his cradle in the low-roofed garret down on the old farm.

Jonas Periwinkle and his fiddle were back again in the dear old farmhouse in Bramble Hollow; back in the old kitchen, with its low yellow washed walls and sanded floor, all as natural as when he had left it 40 years ago. The low settee, the high-backed wooden chairs, the dish shelf, with its stiff rows of china; the tall clock in the corner striking the hour and a hundred other familiar objects of his boyhood days greeted his astonished vision. In the center of the room stood the table spread for supper, with dear mother at the head, pouring out the steaming tea, and father at the foot, the cheerful picture of content. There were big Brother Ben, drawn up at the side between grandmother and blue-eyed Sister Jane, and, opposite, shy little Kitty, with her white pinafore and flaxen curls.

Over all the roaring log fire, crackling and sparkling up the wide chimney, threw its cheerful glow.

"Come, Jonas," said his father, just as naturally as when he was a stripling of 20—"come, lay aside your fiddle now and draw up to the table. See, mother is waiting."

What hallucination is this? Had the mythical beings of the olden time fairy books woven their network of charm about him? Jonas Periwinkle stared in astonishment. His very heart leaped into his throat, for out in the churchyard there had mother, father, sister, brother, been sleeping these many years—dead and gone.

Had the 40 years intervening since his youthful days been one long, ugly dream of grief and change and separation and the graveyard yonder but a myth? Jonas Periwinkle turned to the fiddle with a questioning gaze, and the fiddle whispered: "O friend, take your fill of the pleasures of the past! Let your poor starved heart feast upon the banquet of love here spread for you. The present is passing. Enjoy it while you may."

And then again Jonas Periwinkle's hand, swayed by that same mystic impulse, swept across the fiddle's strings, when out rang the old familiar strain he had played so often long ago, "The Campbells Are Coming."

And lo, as if by magician's wand, the sweet home scene faded and another came into view! He was now in the rough country parlor of the Black Horse inn, where all the lads and lassies of Bramble Hollow and vicinity were wont to gather to celebrate the happy Christmas time. Here were blustering Farmer Jones and Sister Polly; the Spriggleses, from the mill yonder; Lem Wood and Cousin Rose, from over the hill; awkward Jack Crow and his bashful sweetheart, from the meadows below; Miranda Wells, from Wells' Station, and her country flame, Joe Simpkins, the village dude, and a score of others, old familiar friends, all twirling through the mazes of the country dance, keeping step to the stirring, enlivening music poured out from the throat of their old companion, Jonas Periwinkle's fiddle.

Still the dancers reeled and swayed and whirled and spun up and down the long room, to and fro, in and out. Winding in their midst was one, to him the queen of the world, Amelia—his lost Amelia—as fresh and sweet in her dainty white gown as the lovely rose that bloomed at her breast. Nearer she came, still nearer. He felt the touch of her hand on his and the throb of her heart against his own. They, too, are whirling together through the windings of the waltz as on that last Christmas eve, while the fiddle, guided by an unseen hand, kept up its oft repeated melody. By sudden impulse Jonas pressed his lips to the rose at Amelia's breast. Blushing, she loosens it and lays it against his cheek.

Louder sang the fiddle's voice, now not the voice of one, but of many. On sped the dancers, faster, faster, wildly twirling, madly whirling, until—snap, snap, rap, rap, rap—Jonas felt an icy hand clutching at his heart and the floor sinking away beneath him.

Jonas Periwinkle started wildly and awoke to find himself in his own dismal room in Mrs. Cobb's lodging house, desperately rubbing his eyes, his limbs shaking as if with palsy. The light of day struggling through the dusty window-panes brought to view his terrified landlady and the dreary housemaid standing just within his door in a state of great excitement.

"Lor' bless me, sir!" gasped Mrs. Cobb. "Beg pardon, sir, but breakfast is long over, an' here we've been a-rappin' an' a-knockin' an' a-rappin', and then we just broke in, sir; we thought you might be dead or took with a fit or somethin', sir."

Jonas stared at them with wild, distended eyes, his hair on end and limbs still trembling as with an ague. "Really, I don't know. I am not sure. I—I have been dreaming—or I was dead and have come to life—or am now dead—or—or"—stammered the bewildered man and then fell exhausted into his chair.

With this the women, more terrified than before, scrambled hastily outside, the landlady exclaiming: "Run for the doctor, Susan! Run quick for the doctor! Mr. Periwinkle is mad, sure enough! He's

seen a ghost, I do believe. I allus thought that old cupboard of his was ha'nted."

Mr. Periwinkle, somewhat recovered, looked around him. On the table lay his worn-out fiddle, mute and motionless, and beside it a rose fresh blown, odorous and delicately pink, the exact counterpart of that which the lost Amelia had laid against his cheek a few moments ago and the same which was even now lying, a pinch of ashes, in a faded paper in the pocket of his vest. Was this sweet scented, freshly blooming flower but a phantom, the ghost of that which he had carried next his heart so many years? Had the hand of the lost Amelia plucked this rose from the celestial garden and sent it earthward on its mission of love? Had her voice animated the old fiddle and her fingers swept its strings? We knock at the door of mystery, but there is no response from within.

When the doctor came he found Jonas Periwinkle quiet in his chair, face downward on the table, one hand clutching the old-time fiddle, the other that fresh blown rose.

"Who has been bringing you a fresh rose this frosty December morning?" said he kindly as he bent down to look into the pale, worn face.

"An angel," answered Jonas in a hushed and solemn tone.

"The man's mind is wandering," muttered the good doctor. "Poor fellow! It is miserable to live on without kith or kin in this unfeeling world." Then he called up the landlady and said compassionately: "Watch him carefully. It is a stroke of apoplexy, with nine chances out of ten against recovery. I'll come again."

So Mrs. Cobb, rough and uncultured though she was, followed out the doctor's instructions with a pitying heart. "Here, Susan," she said as she tidied up the room, picking up the old violin, "take away this worthless old fiddle. It has played its last tune and is fit for nothing but firewood."

And now the Christmas bells in the tower of the church across the way poured out their golden melody of song, while Jonas Periwinkle, deaf to its sound, heard sweeter music in that world on the other side of the unopened door.

### Tom Lawrence's Christmas Gift

BY ESTHER VANDEVEER

It was Christmas morning. Tommy Lawrence, aged seven, had remained awake so long the evening before, watching for Santa Claus to come down the chimney, that he awakened late. Half opening his eyes, he looked dreamily at the ceiling and closed them again. A sound came up from below that caused him to open them again and listen intently, a sound that he had never heard before in that house.

"Bow-wow!"

A dog! There could be no mistake—a sure, certain dog. Tommy's eyes lighted with a glad expectancy. Could it be that for a Christmas present he was to have a little pet barker? Of all things, he craved a real live pet, and of all live pets a dog. He gave a kick. The covers went over the footboard, and he bounded out of bed. He was looking for the first piece of clothing to put on when—

"Bow-wow-wow! Bow-wow-wow-wow-wow!"

This was too much for him. He opened the door and ran downstairs in his nightie. In the dining room he found his brother, Fred, a boy of fourteen, teasing a pup. Tommy stood looking from the boy to the dog in expectant wonder. Just then his father came into the room.

"Hello, Tom!" he exclaimed. "You down already? You weren't expected. However, the secret is out, and I may as well tell you that this little puppy is to be your principal Christmas gift. What do you think of him?"

What Tom thought of the dog he could not possibly express in words, so he said nothing; but going to the dog, he laid a hand on him. Then he patted him. Then he put both arms around him and drew his cheek against his own. Finally Tom asked:

"What's his name?"

"Oh, since he is your dog you shall give him his name. What do you think of Spot?"

"I don't know," replied Tommy, still apparently lost in wonder whether it could really be true that he had a pet dog.

"Or Trip?"

"If he's a hunting dog," suggested Fred, "I think Pointer a good name."

"Suppose we make it Wad?" said the father. "When I was a boy and we didn't have cartridges we used to ram wadding down into the barrel of the gun to keep the powder and shot in place. Which shall it be, Tom, Spot or Trip or Pointer or Wad?"

Tom couldn't possibly decide so momentous a question on such short notice, but somehow the family fell to calling the dog Wad, and his little master made it Waddie. The Lawrence home stood in the center of large grounds, and Waddie had plenty of room to roam—that is, he would have when the weather warmed up, for, being nothing but a puppy, he needed to be kept warm. He was a thoroughbred, and Tommy was obliged for awhile to yield in the matter of his treatment and his diet to others. Tom would have fed him on cake and candy had he been permitted, with an occasional feast of highly seasoned meat. He was much distressed when told that his pet must for the present have nothing but milk.

Tom and Wad grew up together. Tom regarded Christmas as the dog's birthday, and it was celebrated accordingly. Every Christmas a cake was made and at dinner a candle for each one of Wad's birthdays put into the icing. Tom ate the cake, and Wad was given some choice bones that had been saved for the purpose. As soon as the dog was old enough to be trained to hunt he was taken out by a competent person and taught the art of assisting the huntsman. This gave Tom a desire to have a gun that he might utilize his dog, and when he was 12 years old his father consented that he should have one and accompany an experienced sportsman on a hunt. The second season it was found impossible to prevent Tom's going out with his dog and his gun unattended.

After that, when Christmas approached, Tom insisted on going to where there was some kind of game that he might increase the variety of the viands for the Christmas dinner. His hunting ceased about the 1st of November, and was resumed a few days before Christmas. When, on a crisp December morning, Tom went out, with his gun, his game bag and his cartridge

belt strapped about him, and called, Wad, the dog, seeing the paraphernalia, went wild with joy.

When Tom was 18 years old and in the prime of his youth Wad was about 12 and growing very old for a dog. Still he was a beautiful animal and had always been coveted for his pure blood. He had been stolen several times, but had either found a way to get back to his master or had been returned for a reward. One day, in his old age, he disappeared, and, when several weeks had passed and he had not returned, his master reluctantly gave him up, thinking that he had met with some injury which, on account of old age, perhaps had finished him.

One morning Tom was looking over the pictures of fashionable women in a newspaper, and his attention was arrested by a picture of a pretty girl standing beside a dog. Underneath was printed, "Miss Irene Fleetwood and Her Prize Winner."

"If that isn't Wad," remarked Tom to himself, "it must be his brother. It seems that if I should call him he would jump for me."

There was a short paragraph about Miss Fleetwood and her dog, giving her address. Tom cut it out, with the picture, placing the former in his portemonnaie and the latter on his mantel. There was something in the face and figure of the girl that charmed him, and he never went into his room without standing for awhile over her picture. The dog, too, was a favorite object of inspection. The more Tom looked at the dog and studied the color marking the more he was impressed with the belief that he was Wad. Quite likely he had been stolen and sold to his present mistress.

One day Tom's curiosity led him to walk by the address given in the newspaper and inspect Miss Fleetwood's home. He found it a handsome stone front residence, with costly lace curtains in the windows. The truth is, he was as much interested in catching a glimpse of Miss Fleetwood as of the dog. He saw nothing of either on that occasion; but, finding that the house was not far out of his way on going to the business part of the town—he now lived in the city—he frequently made his passages by that route. On one occasion

while passing he saw the dog standing with his forepaws on a window sill look-out wistfully as if he desired to be free. Tom could not divert himself of the belief that he was Wad. Presently this belief was confirmed. The dog caught sight of Tom and straightway began to quiver with excitement, rubbing his nose on the window pane as if he would force his way through. Tom stood looking till he feared his presence would be noticed; then he went on.

What should he do? It was probable that the lady had become possessed of the dog by purchase, Wad having been stolen. Should Tom claim him? He felt rather like making the dog the means of an introduction to his mistress.

Tom finally determined on a course to pursue. Having looked into the occupancy of the houses opposite Miss Fleetwood's, he found that lodgings were to be had in one of them and engaged a room overlooking the street. He usually occupied it about the time a lady would be likely to go out in the morning or the afternoon. He saw Miss Fleetwood go out frequently, sometimes in an auto, which she drove herself, but nothing of Wad. He usually went to his point of observation in his own auto, leaving it standing by the curb while on watch.

One crisp cold morning he saw Miss Fleetwood come out of her house, leading the dog by a leash to her auto, and, placing him in the seat beside her, she drove away. In springing into his car, he turned on the power and followed the lady. She was evidently out for a spin, for she proceeded on a road leading to the open country. Presently Tom gave a signal that he was about to pass her, and she gave him room.

He had scarcely drawn up beside her when Wad gave a succession of joyful barks, and, before his mistress could interfere with his movements, he jumped from her side and ran beside the passing car, barking vociferously. Tom for awhile pretended not to notice him, then looked down at him with no appearance of especial interest, while the lady's interest was pronounced. She motioned for Tom to slow up. He did so, and both came to a stop.

"I would like to get my dog back into my car," she said.

"Suppose you call him?" replied Tom.

The girl opened the car door and called to the dog to come to her. Instead, he tried to climb into Tom's car.

"Will you kindly tell me," said Tom, "how you came by that dog?"

"I bought him."

"Well, you bought stolen property. He has been my dog for many years. He was a Christmas present to me when he was a puppy."

The young lady demurred. "Come, Beauty," she said; "that's a good dog; come."

Beauty, as she called him, paid no attention to her. He was sitting on his haunches looking wistfully up at Tom and wagging his tail.

"He is a perfect witness," said Tom, "to the truth of my story. I am not going to take him away from you, but if you are willing that he should return to me I will reimburse you for your pecuniary loss."

It was finally decided between the two that they should return to the lady's home. Tom put Wad into her car, but he wouldn't stay there, and she finally consented that he should ride with Tom. When they reached their destination Tom and the girl and the dog went into the house, where Tom offered to give up his claim. But Miss Fleetwood, convinced that he belonged to Tom, relinquished the right to him, refusing compensation, and Tom took him home with him. Tom not only regained his property, but formed an acquaintance on which he had set his heart. He also in time won the girl.

Wad lived to a very old age. In fact he lived to be given at Christmas to Tom's oldest son, aged four, but died that night, the boy having given him an over-feeding of plum pudding.

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### The Woman Who Waited

BY EDWARD CHILDS-CARPENTER

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Laetitia never ceased to hope that a beneficent Providence would one day send her a lover.

In expectation of that glorious day she

kept her two and a half story house and her four and a half foot self tidy and adorned.

Perhaps it was the witching power of Laetitia's longing, perhaps it was the smiling countenance of her house, or perhaps it was just a freak of fate that impelled Jerry McBride, "lineman" of the telegraph company, to rap with her shining brass knocker rather than pull her neighbor's bell.

It was Christmas. It was also Laetitia's birthday, a glorious and a humble coincidence. The splendor of the divine anniversary shed its luster, like an inheritance, upon the meek.

The night before there had been a heavy fall of snow, mingled with sleet, which had snapped a telegraph wire fastened to the chimneys, midway between the house of Laetitia and her neighbor, and the superintendent of the telephone company had dispatched Jerry to repair the break.

As Laetitia opened the door and made a swift inventory of Jerry's wary but engaging features, she wondered if by any chance he would prove to be the lover for whom she had so long been waiting; and Jerry, smiling at her prim plainness, her simple wistfulness, wondered why she subjected him to such frank scrutiny.

"There—there's a wire down!" he stammered, plucking off his cap and shifting his kit a little higher on his shoulder. "Would you mind if I crawled up on your roof, miss?"

"Oh, no!" she murmured in a faint tone of disappointment.

"I'll try next door if you say so," returned Jerry, puzzled at her manner.

"No, no; come in," she insisted shyly, and, bidding him welcome, led the way to the attic and showed him how he could reach the chimney without falling.

Warning the lineman to be careful lest he should slip on the snowy roof, Laetitia descended to the kitchen all in a flutter and proceeded with the preparation of her solitary Christmas dinner, which Jerry's intrusion had interrupted.

For years she had laid the table for two, but never before had she set out the blue and white willow ware, the bits of shining silver and the sparkling glass in

such throbbing expectancy. Even now she did not plan to keep her visitor to dinner; only, in her simple way of thought, she hoped that he would stay.

And, as always, she drew from the cupboard her birthday cake, surmounted with a stockade of candles, thirty-four. Gingerly, for fear the candles might fall out of alignment, she placed the cake in the center of the table, speculating as to where the ring might be—the ring that heretofore she had never found until she had consumed the last stale morsel.

Laetitia stood there for some time, staring at the cake in evanescent imagining. A step on the stair startled her, and, turning, she met Jerry bringing with him a breath of the cold in his snow wet garments.

"You'd better stop awhile and warm yourself," she said, inviting him to the kitchen stove.

"Thanks, I don't mind, if I ain't in your way," he replied, with a glance from her to the dainty livery of the table and an unconscious sniff at the savory odor of the turkey, now fast approaching a brown maturity.

Laetitia, assuring him that he was not in the least in the way, relieved him of his kit, hanging up his peajacket to dry and setting him before a corner of the stove with a quaint air of proprietorship.

All these attentions he accepted in dumb admiration, uncomfortably conscious of his big rusty shoes, his work-grimed clothes and his disheveled head. To adjust his disorderly mane he raised a sinewy hand, its forefinger roughly bound with a strip of blood-stained rag. Laetitia, looking up from the basting of the diminutive turkey, noted the gesture and saw a drop of blood ooze from the bandage and trickle across Jerry's fingers.

In an instant and in spite of his protests she was washing the wound—a gash he had got from a piece of projecting tin on her own roof—treating it with homely remedies and binding it up in a bandage torn from one of her old linen handkerchiefs.

Laetitia accompanied this treatment with exclamations of distress, with tender scoldings, with such impassioned eager-

ness to cure his hurt, that Jerry was mute at first with astonishment, but presently her sweet concern inspired the notion that he had made a conquest.

Slowly and with infinite tenderness he raised his big right hand and closed it over Laetitia's fluttering fingers—they trembled at first like a butterfly beating with its wings, but finally came to rest in the great kindly inclosure. At the same time her head and heart swayed with a kind of exquisite shock.

To her simple, bewildered and hungering soul Jerry's tender act signified but one thing—a confession of love.

Soon she began to tell him how she had been waiting for him, unfolding those simple secrets that she had not even lisped in her prayers, pouring out from a brimming heart a veritable song of happiness.

There was no longer any question of Jerry's staying. He sat down with Laetitia as though he had come there for the express purpose of dining with her; and dinner, beginning with a lively exchange of sentiments, reached a gay climax when Laetitia cut the cake and Jerry choked on the ring.

Having redeemed it by vigorously beating him on the back, Laetitia insisted that he should wear it, and as she laughingly wedged it on the smallest finger she could find he mentally decided to turn over a new leaf, as they say, and marry her.

While he was still thinking in this vein the little house reverberated with a knocking at the front door. Jerry started up, instinctively alert, and at the same time Laetitia made a move to answer the summons.

"Wait!" commanded Jerry quietly, his mind working with practiced briskness, his quick eye noting a means of escape by the kitchen door and visualizing another exit through the trap in the roof. A glance at Laetitia, however, diverted all these considerations. "I think it's some one for me from the telegraph office," he said deliberately. "I'll go to the door."

So he went, knowing in his heart the doom that awaited him.

Two "plain clothes men" were standing on the step.



"Hello, McBride!" greeted one of them, his hand on his overcoat pocket, which bulged with a pointed pistol. "We've got your pal, Murphy—and we want you."

Jerry laid a finger on his lips and said in a low voice: "It's all right, I'll come with you, but I don't want—eh—my girl to get on to me—see?"

"Sure!" grinned the spokesman. "Get your hat and coat and kiss her goodbye."

The detectives stood at the open door while Jerry, nerving himself for the parting, turned back to the kitchen, where Laetitia, lingering with a sense of foreboding, detected at once the distress he tried to hide under a cheerful demeanor. An adept at invention, yet hating himself for the lie and only choosing the fabrication to spare her ideal of him, he said with genuine emotion:

"My mother's dying in Ireland—she sent for me—I've got to go."

"You've got to go!" It was not a question, it was not an exclamation; it was a sigh.

He thought she was going to faint, but she was only closing her eyes and clasping a hand over her mouth to conceal her agony. Silently he caught her in his arms and thought how different it would have been had he met her two short years before.

"You will come back to me?" The piteous question came up to him in a breath of hope.

"Yes!" The word rang so with conviction that a warm smile illuminated her pale face.

"When?"

"I don't know." Jerry could not lie to her then.

Thus he left her—left behind him a bright memory and took with him a half desperate peace that raised his spirit up transcendently and touched his brow with light when he stood within the place of justice. There the counts were many against him, so many that the years of penal servitude meted out to him seemed to stretch, a militant legion, far beyond the horizon of his gloomiest imaginings.

Jerry, in mighty obedience, paid for his transgressions with his youth and the prime of his life and yielded up un murmuringly his still precious advancing

years. His debt to society thus thoroughly discharged, he shouldered his old age and shuffled out into the world again, only wondering if Laetitia had survived those dumb decades.

The calendar of Jerry's days was filled with dread and disappointment; winter's cold and hunger's gnaw quickly dissipated what little stamina he had retained. Bereft of his last particle of fortitude, he turned his thoughts and at last his steps toward Laetitia.

Heart ill and body worn, the December wind whipping his shabby garments about his shrunken figure, Jerry footed his way at noon on Christmas along the sunny side of the street, hurrying as swiftly as those lean shanks could carry him, in feverish desperation lest he should be too late.

With an inarticulate gasp of relief he saw that the house was still there, immaculately smiling in perennial youth. His timorous knock brought an almost instant answer. The door opened, and he and Laetitia stared at each other again across the threshold.

Time had dealt gently with her; hope and love had conspired in the keeping of her youthfulness, while his—spent and consumed in expiation—left him only the ruining grace of one who had endured.

"Jerry!" And in that cry, half joy, half pain, Laetitia bridged the abyss.

She had no questions for him, only benefits, and they sat together in the tidy little kitchen, less like lovers and more like mother and son. It was enough for her that he had returned and needed her.

Instinctively Laetitia knew that Jerry was hungry. She gave him his old place at the corner of the stove and set contentedly about the final preparations for dinner.

"I was just going to pour the gravy over the roast when you knocked at the door, Jerry," she said, smiling at him over his shoulder, "and somehow I knew that it was you. Remember that dinner and the cake?"

"I've kept the ring," he testified, exhibiting his hand limply and trying to smile out of a troubled heart.

His sense of being fair to her, his desire to stand conscience clear before her, goaded him on to tell her where he had

been and why he was sent there; but, time and again on the verge of confession, his courage dissolved under the fear that she, like all the rest of the world, would put him away from her.

"Letty," he began faintly, "you ain't asked me where I've been all this time."

"What does it matter now you've come back?" she returned.

"Ain't you curious to know—haven't you wondered?" He was flaying himself with every question.

Laetitia paused in the process of digging the cranberry out of its mold.

"Yes; I've wondered about you and prayed, and my prayer has been answered."

"You're a Christian, ain't you, Letty?"

"No; I'm a sinner!" She was serious.

Jerry sat up, almost electrified.

"What have you done that you shouldn't have done?"

"I've lived all my life selfishly, just waiting for you—dreaming of you—thinking more of you than I have of God."

"Oh!" he murmured, disappointedly, "I thought you meant you stole, or"—

Laetitia shook her head. "No, I haven't stolen or killed, or anything like that, but I guess I would have if I'd been tempted."

She placed a chair for him at the table and went and laid her cheek against his.

"Come," she purred, "dinner's ready."

Jerry arose unsteadily and, pushing her a little from him until he stood quite aloof, exclaimed:

"I've got to tell you, even though you send me away. I lied that day. I did not go to Ireland; I went to jail, and I've been there ever since, serving out sentences for burglary."

"I knew that," said Laetitia simply, "and I've been waiting for you to come home."

The room rocked under Jerry's feet, but his hand was in Laetitia's, so he knew that he could not fall. When she had steadied him to his chair she took a place opposite to him and bowed her head in solemn silence and happiness, knowing that he had won the salvage of his soul, grateful and content.

"Oh, Lord," he heard her pray, "we beseech thee absolve thy people from

their offenses; that through thy bountiful goodness we may all be delivered from the bands of those sins which by our frailty we have committed."

"Amen!" said the—new man.

### Sinclair Inn

BY SARAH BAXTER

It was Christmas eve. A young lady, plainly dressed, emerged from Sinclair station and called a cab.

"Take me to the Sinclair House," she said to the cabman.

There were two houses in the place, one the Sinclair inn, the other the residence of Mrs. Sinclair, a rich and fashionable woman. The hotel had been named for the Sinclair family, who had for generations been the mainstay of the town. Mrs. Sinclair, like most fashionable women of those days, had taken up a fad in the servant problem. Her theory was that servants should be treated with the same consideration as governesses, secretaries and persons of that ilk. They should associate with their employers, in small families, where there were but one or two persons, eating at the same table with them.

But Mrs. Sinclair was endeavoring to work out her theory for others, not herself. In her homestead in the village of Sinclair—everything was Sinclair in the place—her servants treated her with the utmost deference. It happened that when the lady who had just arrived at the station, Miss Mildred Abercrombie, was being driven to the Sinclair House Mrs. Sinclair was entertaining a Christmas house party. The cabman, who was very stupid and a recent comer to the place, got the two houses mixed in his mind and drove Miss Abercrombie to the private house.

Now, it happened that several of the guests were sitting in the wainscoted hall before a huge fireplace, on the hearth of which blazed the Yule log. Naturally they were merry, and their principal amusement was cracking jokes at one another. When therefore Miss Abercrombie entered and asked if the proprietor were in, one of the young men, Mr. Jack Edwards, arose and said politely:

"I am the clerk. Would you like a room?"

"Yes; I would like a room for the holidays."

The party sitting before the fireplace repressed smiles or hid them while Mr. Edwards took the lady's handbag and other light articles, set them in a corner, handed her a chair and said:

"Mrs. Sinclair runs this house. I will see her, and a maid will come and show you to your room."

With this he vanished and reported to the hostess that a pretty girl had arrived who had mistaken the house for a hotel and it would be jolly good fun to permit her to remain for awhile in ignorance. Mrs. Sinclair, who felt the responsibilities of an entertainer, seized upon the idea with alacrity, called a maid and, going to the new arrival, welcomed her and sent her immediately to a room. The young lady having gone upstairs, the hostess charged her guests to keep the secret from the new arrival, each one striving to carry out the joke.

An hour later, when the guests were dressing for dinner, Miss Abercrombie went downstairs to the hall or room used for lounging, where she found the hostess, whose manner was so friendly that she at once won her guest's confidence.

"I have come away from the city," said Miss Abercrombie, "to escape Christmas—not that I would not gladly welcome the holidays, but during the past few years I have lost all who might make them enjoyable for me. I felt this year that I could not remain at home, and, hearing of your family inn that it was comfortable and homelike, I concluded to pass the holidays here."

"I can understand your feelings perfectly," replied the hostess, "and we will endeavor to alleviate your loneliness so far as possible. My guests are all en rapport and will be happy to receive you into the circle."

"I have heard of a lady of your name in the city who is endeavoring to solve the servant problem."

Mrs. Sinclair pricked her ears. An idea came and developed into a purpose.

"That Mrs. Sinclair is a connection of mine and I am a convert to her theory. I have not dared, however, to put it in practice all at once, but am experiment-

ing by treating certain of my—assistants, I call them—as my equals. My clerk, of course, is superior to a servant, and in his case I have no trouble. I have one maid who, being more refined than the others, is treated as one of us. My butler is treated likewise. Then, too, several of my lady guests, having been captivated by the new idea, are putting their maids on the same footing with themselves."

"That's very nice," replied Miss Abercrombie. "I have always pitied a poor girl in a family keeping but one maid—the lonely life she is forced to lead. I assure you that while a guest in your house I will do all in my power to carry out your benevolent plan."

Mrs. Sinclair excused herself and hastened upstairs to coach her guests before they should come down to dinner that their dupe had been prepared to consider some of them servants. Bob Elliot, an inveterate joker, was appointed to play butler, the regular butler lending Bob a livery. Miss Sterling, a success in private theatricals, was uniformed as chief maid for the inn, and several other girls were to play ladies' maids. All preliminaries having been attended to, the guests one by one went down to dinner.

At one end of the table sat Mrs. Sinclair, at the other Bob Elliot in butler's livery. Next to Elliot Miss Abercrombie was given a seat. There were one other man in livery and three girls in the black dresses and white caps and aprons of maids, the ladies' maids sitting next their mistresses and ministering to their table wants.

Bob Elliot was a very attractive young man. Moreover, he had a sympathetic way with him, and after pretending for awhile to have some doubts as to Miss Abercrombie's treatment of a butler as an equal and finding her complaisant he became a charming dinner companion. He and Miss Abercrombie were soon noticed by the rest of the company to be oblivious to every one except themselves.

Mr. Elliot, a college postgraduate, had been considered not only a good fellow at the university, but very bright. He now occupied an assistant professorship at his alma mater. When the attraction between him and Miss Abercrombie became

noticeable, the other guests looked at one another meaningly.

"What if there should be a match?" whispered one.

"If his mother were here she would take him away," said another. "She thinks that a poor professor should marry some money. This girl, judging from her clothes, is as poor as he."

Put a number of young persons of opposite sex under the same roof with nothing to do but make merry and flirt, and those who are naturally assimilative will very soon assimilate. Professor Elliot, alias Robert the butler, soon became absorbed in Miss Abercrombie, and vice versa.

The second day after her arrival Miss Abercrombie went to the hostess, confessed that she was a seamstress and, since the Sinclair inn was altogether too expensive for her, said she must leave at once, whereupon Mrs. Sinclair told her she might pay what she could afford. This somewhat dampened the enthusiasm of the house party, for a seamstress was persona non grata to most of the men and all the women. From this time on all except Elliot gave their attention largely to other matters. He, despite the fact that Miss Abercrombie had turned out a seamstress, seemed unable to withdraw his attentions from her.

The guests were invited for two weeks. After the first week they tired of keeping up the sham that had been devised and would have abandoned it but for the hostess, who would not consent. Despite her efforts to prevent, most of them turned a cold shoulder to Miss Abercrombie. Professor Elliot's position was complicated. He was playing a part humbler than Miss Abercrombie's position. How could he abandon it and become his real self? What he had entered upon as a joke, when revealed, would likely not be considered such by the girl, but offensive. Supposing he confessed his true character, he did not care to marry a seamstress, and she would consider that he had won her dishonorably.

A young person of either sex when once thoroughly in love is likely to throw prudence to the winds. Elliot forgot his mother's plans for him—the fact that as

a college professor he should marry a woman of some means; that a seamstress would likely have a lot of relatives that would not at all accord with the families of his associate professors. One evening, sitting alone in the gloaming with Mildred Abercrombie, while "the fitful firelight danced upon the wall," he forgot himself so far as to make love to her, and that, of course, with an honorable man led to a confession of who and what he was and a proposition of marriage.

Miss Abercrombie did not reproach him for having won her as an inferior when he was a superior. After a little thought she told him that she could not think of marrying one so far above her. He argued that she was refined and he would never be ashamed of her, but she gave no evidence that he had overcome her scruples.

When the party broke up it was regretted that Miss Abercrombie had turned out so low in the social scale, for otherwise the farce that had been played might have had a merry ending. As it was, few of the party took the trouble to bid her goodby. She gave Elliot the privilege of calling once at her humble home, giving him her address.

Soon after his return to his home he took a train for the city in which Miss Abercrombie lived and started for the address she had given him. The street was eminently respectable, and he thought there must be some mistake. When he reached the house he found it palatial. Thinking Miss Abercrombie had given him the address of a family for whom she was sewing, he paused, then went up to the door and rang the bell. A butler showed him into a drawing room and went away to announce the visitor.

Presently there was a footstep on the main staircase, and Miss Abercrombie entered the room. Her apparel was in accord with her present position, and he knew that she was a lady.

"Did you suppose," she asked, smiling, "that one who had been always used to a butler would mistake you for one?"

"What a fool I was to listen to the story that you were a seamstress! I should have known better."

"You played your part well," Google

"You played yours to perfection. You should be on the stage."

Then began a renewal of the courtship.

Elliot's mother was well pleased with his marriage, for his wife brought him a fortune. As for the guests at the Sinclair inn, they were surprised and ashamed, but young Mrs. Elliot and Mrs. Sinclair became fast friends.

### Stella's Christmas

BY MISS ANNA ROSE KELLY

In a cold, dingy room sat a little girl, thinking.

The furniture in the room consisted only of a table, one chair and a couch. Another room, the bedroom, completed the apartments.

As we have said, the girl sat thinking. In her hand she had but one dollar. This seemed a great deal of money to her, and they needed so many things. Still she wanted to buy a present for each of her parents, her brother and sisters.

Herbert the only boy, and oldest of the children, wanted skates. Helen wanted books, and Margery, the youngest, wanted a doll. Stella wanted to make them all happy.

Stella's father had been employed at reading gas meters, but work became slack in the summer and he lost his "job." He had not been able to find work since, and the family was almost driven to despair.

Thinking thus, Stella resolved to find work and earn some money. She put on her coat and scarf and went out. She went to all the houses around, but none had work for her. Then she went to Mrs. Goodman's. When she asked for work, the woman said: "I need someone to help me clean house and you look like a good little worker. Come tomorrow and begin. We'll talk about your wages then."

Stella went home very happy. Her mother also was happy at the thought of money coming into the house.

The next morning Stella was at Mrs. Goodman's house at 7 o'clock.

"I didn't expect you so early. How much wages do you wish?"

"That is for you to decide, Mrs. Goodman," said Stella.

"Well, at the end of the week, if you have worked good, I will give you five dollars."

Stella nearly went wild with joy. She was about to refuse so much money, but when she thought of the circumstances the family were in, she did not refuse.

Stella worked hard all day and insisted on working till 9 o'clock every night. When Saturday came she received an envelope with her wages.

"You will have to come for a few days next week," said Mrs. Goodman.

"All right, Mrs. Goodman," said Stella.

On reaching home she handed the unopened envelope to her mother. When she opened it, it contained five dollars and fifty cents. How glad Stella was that she had asked Mrs. Goodman for work. Her mother insisted that she take the fifty cents.

When Mrs. Goodman's house was thoroughly cleaned Stella had earned eleven dollars. Her mother gave her a whole dollar this time instead of a half.

Now Christmas was only two days ahead. She went down town and bought Herbert skates, Helen books and Margery a doll. She bought her father a knife and muffler and her mother a waist and handkerchiefs.

At last Christmas day came. Just as Stella was giving her presents the door bell rang. It was a messenger. He handed Stella's father a letter. It ran:

"Mr. Alston—A short time ago I dismissed you from work. You will please come to work Monday.

MR. J. NASON,

"Superintendent Gas Co."

It was the best Christmas gift of all.

Besides this, there was a new dress for each one of the girls from Mrs. Goodman.

The story teaches us to be industrious and willing to do anything at a time when obstacles are to be overcome.—*Pittsburgh Iron Trade Journal*.

### Two Camphor Wood Boxes

BY CLARISSA MACKIE

It was two years since Captain Benjamin Worth had sailed for the Orient, and when his return was heralded in

Little River two people awaited his coming with different emotions. Philo Moore, the hard-headed, flinty-hearted miller who had incurred Captain Worth's everlasting wrath by a dubious deal in real estate, shuddered at the thought of facing his victim again. On the other hand, Mrs. Ariana Wesley, the handsome widow who had promised to marry the captain on his return, looked eagerly for his coming.

Philo Moore aired his grievances on the hospitable steps of the postoffice. "I thought Cap'n Ben was to stay for two years," he grumbled.

"So he has—so he has," said Ariana Wesley's brother, Sam Brown—"two years and one month. Of course our folk would know." He threw out his chest and looked important, for Captain Benjamin Worth was well to do, and his trip to China and India had been taken merely as a passenger on a large trading schooner. The captain had sailed to all those eastern ports in his earlier days, and this prenuptial trip was what might be called a last fling at his roving life before he submitted to double harness.

"Two years and one month," groaned Philo; "seems like two months. Time does fly."

"Specially if you ain't all powerful glad to see somebody," grinned Sam Brown. "Let me see—what was it the captain said he was going to do to you when he come back, eh, Philo?"

Philo spat nervously into the dusty road and half unconsciously looked over his shoulder. "I don't see what call Ben Worth has to do anything to me!" he complained. "If he tries to make me any trouble I'll get the law on to him, and don't you forget it, Sam Brown. You can put a flea in his ear if you want."

"Tell him yourself," retorted Sam. "I didn't never get up at midnight and change the stakes on the captain's buildin' lot up to Paradise Heights so's 'twould make my lot three foot bigger. I didn't do it!"

"Didn't know you had a lot up to Paradise Heights," ejaculated a bystander curiously.

"No more I ain't," said Sam, with such emphasis that they all looked at Philo Moore.

"I didn't know Philo had neither," said the bystander.

"He hasn't—now," grinned Sam Brown. "He sold it to somebuddy—an Eyetalian, I think, wasn't it, Philo?" Philo nodded surlily. "I could buy it back if I liked."

There was a general laugh. "You could buy most any lot on the heights now for a song. The only feller that's made any money off Paradise Heights was the one who wrote those fancy advertisements. When the captain heard you'd sold that lot next to him to a dago he wrote he'd skin you alive, Philo." Sam Brown winked at the other loungers and strolled away.

Philo Moore humped himself in a corner by one of the posts and waited patiently for the arrival of the stage with the evening mail. As the time drew near for its arrival a little crowd gathered there, discussing the daily happenings of the village. Philo Moore sat strangely silent, smoking his pipe, watching keenly out of his little dark eyes.

There was a distant rumble from the hill. It grew louder and with it came the pound of hoofs and then there came into view the heavy stage drawn by two white horses. Around it whirled a cloud of dust, for the March wind was blowing mightily.

The mail bags flew out and struck the porch with a thud. The back doors of the stage were flung wide open and several people tumbled out. At last amid a grumbling monologue there emerged the familiar form of Captain Benjamin Worth, a carpet bag in each hand and a wide smile wreathing his good-natured countenance.

Philo Moore melted away into the darkness while the newcomer's eyes embraced the familiar crowd with friendly warmth. They gathered about him and made his welcome one to be remembered.

"There's an old friend of yours hereabouts, captain," grinned Sam Brown after awhile. "Hi, there, Philo, step forward here!"

"Philo Moore, the most unscrupulous old scalawag that ever turned a hand to business," sputtered Captain Worth as he peered into the surrounding darkness.

"He's gone," said a small boy and at

that they all laughed and broke the spell of ill feeling that the mention of Philo's name had engendered.

The captain registered at the hotel, for his bachelor abode was still closely shuttered and locked, and after he had partaken of a supper and attended to the load of boxes which had followed him down from the station, he made a careful toilet and went up to call on his lady love.

Mrs. Ariana Wesley had wind of his coming and was waiting for him in her snug little parlor. The drum stove was stuffed with apple tree logs and the roar of the blaze as it drew up the chimney quite drowned the first tender greetings of the reunited lovers.

"It's my last voyage in those parts, Ariana," said the captain rather regretfully. "I reckon I'll just drop anchor hereabouts. I expect I'll be under your foot all the time."

"But never in my way," beamed the widow softly, and the captain squeezed her plump hand appreciatively. He lifted the hand and looked at its pink palm thoughtfully.

"I've got a blamed sight of truck stowed away for you, Ariana," he said. "All kinds of gewgaws to stick in your hair—rings for your fingers and slippers for your toes—what?" He leaned back and roared delightedly at his own wit. Then he sobered down and stared solemnly at the twinkling prisms on the hanging lamp. "Guess what I've got for you in a camphor wood chest, Ariana!"

"Oh, I can't guess," sighed Ariana. "What is it like, Benjamin?"

"Something that no woman in Little River can match!" boasted the captain. "My gracious, but you'll take the wind out of their sails when you get on that rigging!"

"It's something to wear," suggested the widow.

"Like as not," grinned the captain happily. "Never mind. I'll send up the chest tomorrow, and then you'll see what you'll see."

"You are the kindest man in the world, Captain Ben," said the widow feelingly. "You've been real sweet to me."

The captain blushed like a beet, and he went on hastily and somewhat incoher-

ently: "Yes, ma'am, I said to myself, Mrs. Ariana must have nothing but the choicest in the market, and when you see what's in that chest you'll realize just how much Captain Ben Worth thinks of you."

After the captain had left the widow's abode and was on his way back to the hotel his mind became filled with bitter thoughts of Philo Moore. "Blast his toplights!" he muttered angrily as he stumped along. "I'll fix him. When he opens the box I've got for him he'll wish he'd never monkeyed with Benjamin Worth!"

Captain Ben growled all the rest of the way to the hotel, and when he was up in his room he dropped on his knees before two small brass bound chests made from aromatic camphor wood and unfastened the straps that carefully secured them.

He took a bunch of keys from his pocket and fitted one to one of the chests. He threw back the lid and disclosed a quantity of tissue paper. Under this was roll after roll of rich silk, fans, bracelets, ivory and jade carvings, lacquer wood boxes and other Chinese wares. These treasures would quite turn the head of the prospective bride.

The lid snapped down and the chest locked. Captain Ben opened the second one, this time carefully and with what seemed to be elaborate caution. Indeed, he went through various maneuvers that would have excited the wonder and curiosity of an onlooker had there been one.

At length he closed the lid, locked it and went to bed to sleep soundly the long night through. Side by side in the moonlight there stood the two little camphor wood chests, one filled with pretty things dear to a woman's heart, the other containing a death-dealing force.

One was a gift for his sweetheart, the other his revenge on Philo Moore.

"If it wasn't right and just for me to pay Philo back in this way the Lord would have prevented me from getting the thing here!" So reasoned Captain Ben as he dressed the following morning, and he stifled his conscience with the recollection of the mean trick the miller had played on him two years ago. He did not know that matters had not been going Philo

Moore's way lately. Perhaps it was the old man's crooked treatment of Captain Ben which shook public confidence in him. Anyway, business fell off from the mill, and people went a long way round to the Brook mill rather than trade with Philo Moore.

After breakfast Captain Ben shouldered one of the boxes and went downstairs. "Here, Bill," he said to one of the loungers, "you take this over to Mrs. Wesley's, will you?" He flipped a quarter at the man and returned upstairs for the other box. This one he handled carefully and conveyed it down the river road to the silver gray mill where Philo Moore lived in a mist of white flour dust.

The wheel was rushing merrily around, and the water flowed in a snowy stream over the rims. Captain Ben walked steadily up to the door of the mill with his burden and looked in. The wheel was turning, but there was no corn in the hoppers, there was no wheat to be turned into flour, for the bags were piled rafter high, and Philo had not yet disposed of what he had ground, but he was keeping up an outward appearance of business.

Captain Ben went into the dusty little office where Philo was poring over his accounts and set the camphor wood chest down on a high stool before the astounded miller. Philo Moore grew very pale around the lips when he saw the chest and read the vengeance in Captain Ben's stern face.

"What's this?" faltered the miller.

"That's what's coming to you, Philo," said the captain, closing the door. "That box is for you to open, and when you see what is inside you'll understand the nature of revenge. I don't believe you'll ever skin another man out of his rightful property. Now, you open that box—quick!" He turned on the miller with such ferocity that Philo accepted the proffered key and thrust it in the lock.

All at once with a sudden accession of courage the man threw back the lid and lifted the mass of tissue paper that was there. His eyes widened at the sight of rolls of silk, fans and other women's gewgaws, and he turned to the silent man beside him.

"So that's your revenge," he was be-

ginning, when the captain's hand clutched his arm with an awful grip.

"My God, Philo, what have I done?" he gasped. "I've sent the wrong box to Ariana Wesley. Come, I've got to get there right away!" He dragged the astonished miller after him, and together they sped up the road one behind the other. First the captain was ahead and then the miller would make a spurt and pass him, and so they ran, followed by the populace of Little River, who became woefully confused in mind as to whether Captain Ben Worth was chasing Philo Moore or whether the miller was pursuing the captain.

And so they came to the house of the Widow Wesley, and found her just entering her yard after a morning spent at her mother's. She opened the gate to admit the captain, but the miller spurted then and passed the sailor, and so the widow admitted the captain and then closed the gate in the face of Little River.

In the front porch they paused and breathed heavily. On the green settee where the messenger had placed it during the widow's absence, was the camphor wood chest unopened.

"What's this?" asked the widow curiously.

"I sent the wrong one by mistake. This one belongs to Philo Moore—or, at least, it did—but I'm going to take it back," panted the captain.

"Can't I see what's inside?" coaxed the widow, laying a hand on the chest.

"No, no, Ariana! Philo, will you go back to the mill and bring that chest to Mrs. Wesley? Then come to the hotel; I've got something for you."

An hour afterwards Captain Benjamin Worth had completed the burial of a very dead specimen of a fangless cobra which he had brought in a torpid state to thoroughly frighten Philo Moore. And when the nervous miller finally presented himself at the hotel to receive the dreaded gift he almost wept for joy to discover it was nothing save a curious pair of Chinese swords which his old enemy had kindly brought from Asia.

When Captain Ben was alone once more he wiped the sweat from his brow and sank weakly back in his chair. "I've



had a great deliverance," he muttered thankfully. "The next time there's vengeance to be handed out I guess I'll let the good Lord take care of it in his own way!"

### My Management

BY THOMAS R. DEAN

It was not long after I became a manager that I was besieged by playwrights who desired their productions put on the boards. I could withstand the men and the elderly ladies, but when it came to pretty young women it was very hard for me to stave them off. One day when I had already accepted more plays than I could use in several years a young lady called at my office and asked permission to submit a play. I told her that it would be useless for me to read any play unless it promised a phenomenal success, whereupon she looked at me out of a pair of very beautiful blue eyes and said she was quite sure her play would be a phenomenal success. I could not but smile at her confidence, since it was difficult to predict such result even of a work by an experienced playwright.

What could I do? I took her manuscript from her, agreeing to look it over and if I should find it meritorious would read it carefully. The young lady asked when she might call for it, and I told her I would drop her a line when I had read it. This seemed satisfactory to her, and she took her departure, leaving with me very pleasant remembrances of her.

But not having a spare moment I forgot all about her and her play. A month passed, and one day I received a note from her reminding me that she had left a manuscript with me and would be pleased to be informed what had been done with it. I determined to return it with the usual thanks and a few complimentary words, but—we who must deceive authors have so many buts that it would not be worth while to specify this one. I went to a closet where I kept manuscripts handed in for my inspection; but, although I went over all of them carefully, I did not find "Constancy," the one I wanted. Then I remembered that I had taken it to my home. But I did not

find it there. I usually stopped at my club on my way home and sometimes at other places. I must have left it somewhere, but inquiry failed to elicit any trace of it.

However, hoping that it might turn up, I ventured to put the authoress off. I wrote her that I had read enough of her play to become interested in it, but had been so busy with those I was preparing for the boards as to prevent my giving it the attention it seemed to deserve.

The truth was that I was having about that time hard luck with the plays I had brought out and was losing money. Indeed, most managers were in the same fix. There was but one play, "A Sylvan Butterfly," that was successful, but that had enough success to make up for all the failures. Hearing of the new attraction, I went to see it and was delighted with it. Its theme was one that will always appeal to human sympathies. I wondered if the manuscript could have gone the rounds, as most manuscripts of plays by unheard-of authors are apt to do. I certainly would never have turned it down if it had been offered to me.

I didn't find the manuscript of "Constancy" and was much troubled about it. Another month passed, and the pretty playwright called at my office and asked for her play. She said that other playwrights were getting their productions on the boards and she saw no reason why she should not do the same. Mentioning "A Sylvan Butterfly," she said that her own play was just as good and if produced would attain equal success.

Being used to the estimate playwrights attach to their plays, if I had spoken my mind I would have told her that there were 99 chances in 100 that if her play was produced it would be a lamentable failure. As it was, I could only look wise and say nothing. But when I saw that her eyes were wet I broke down and told her that I had read enough of her play to warrant my paying her \$500 for her play, my object being to compromise with her for that amount for having lost the manuscript.

At first she scouted the idea of accepting such a sum for a play which she fancied, as most young authors fancy, would

make a fortune, but I represented to her the cost I would incur and the risk in staging her play, and she finally consented to accept my offer, but stipulated that, since she had never made but one copy of her play, I must not call on her for another. Glad to get out of the scrape by paying a stipulated sum, I agreed to this and gave her a check for \$500 in payment for a play that I had never read and did not possess.

This embarrassing matter having been put out of the way I began to show the young lady some attention. Indeed, Miss Alice Woodruff and I became gradually fond of each other. She did not trouble me about her play except to indicate a desire to have it produced. I put her off for some time. Then one day, when by my devotion I had got her into a condition to bear a disappointment, I told her that the reason that I had never returned her play was because it would not do for the stage. I had given her the money for it because I had not the heart to tell her the truth.

She seemed quite overwhelmed at this, and I took advantage of the situation to tell her that I desired her to make me happy instead of pleasing the world by her plays. There is nothing like such a sacrifice as I had made to produce love, and I was rewarded by an acceptance.

During our engagement my fiancée told me that she was engaged in writing another play. "But I'll not offer it to you," she said. "After your noble act in paying me for a play that was worthless rather than hurt my feelings it would be a shame for me to put you to such a test again."

"You will permit me to read it simply as your critic, will you not?" I replied.

"We'll see about it when I have finished it."

One evening soon after this when I called on Alice I met a theatrical manager well known to me coming away from her house. I wondered what he had been doing there and wished to ask him, but refrained. I thought he looked at me with something akin to jealousy. We bid each other good evening and passed on without a word upon the subject that was uppermost in the mind of each. En-

tering the house, I found Alice, and it was not long before I gave her an opportunity to inform me why he had called.

"Oh, you mustn't think that you are the only string I have to my bow," she replied laughingly, and that was all I could get out of her.

The next day as I was about to enter my office Parkinson, the man I had seen coming out of my fiancée's home, passed by and, seeing me, stopped and said:

"It seems that you and I are after the same thing," he said.

"The same thing! What do you mean?"

"Come. Don't pretend to be stupid. You know where I met you last evening."

"Certainly I do!"

"Well?"

"Well?"

"I've got it all in my own hands, and there's no use in your interfering. You can't do anything."

"You speak in riddles."

"What nonsense! Own up, man. You're trying to get ahead of me, I having been first in the field."

"See here, Parkinson," I said, with rising color, "Miss Woodruff is engaged to me, and there's no use for you to try to get ahead of me. It is you who are intruding."

The most singular expression came over his face I have ever seen on the countenance of anyone. He stood gaping at me for a few moments, then, with an abrupt good morning, turned on his heel and left me.

I called on Alice during the afternoon, hot for an explanation.

"I supposed," I said haughtily, "that you and I were engaged?"

"So did I."

"Will you please explain what you mean by encouraging another man?"

"I encourage another man?"

I told her of my meeting with Parkinson and of his having accused me of trying to get ahead of him. She burst into an uncontrollable fit of laughter.

"I think it time," she said, "that you and I come to an understanding. Sit down. I have a story to tell you."

I obeyed her impatiently.

"The first time I saw you," she said, "was when I left you a play called

'Constancy.' The next day the manuscript was returned to me by some one who found it, though I don't to this day know where."

A cold chill began to creep down my back.

"I offered it to several other managers and finally to Mr. Parkinson. He brought it out under the name of 'A Sylvan Butterfly.'"

"'A Sylvan Butterfly?'"

"Yes. You remember that the play was a great success."

"Go on."

"Well, Parkinson made up a lot of losses on other failures through 'A Sylvan Butterfly.' Then you, out of deference to my feelings, paid me \$500 for a play you had lost. Never mind that now, dear; it's all in the family, and I've made a good deal of money which you will share with me out of the play. And now you can understand why I laughed at you when you told me of Parkinson's accusation that you were trying to get ahead of him. He is trying to get me to sign a contract for my new play. I have been holding off till I could learn whether you or he had better produce it. Having made one success for me, he naturally feels entitled to my second production. He knew nothing about my engagement to you and thought you were coming to see me with a view to getting my play."

Having finished her explanation, or, rather, confession, she leaned back on her chair and regarded me with an amused expression, though there was a slight sign of worry as to how I would take it. I sat thinking, and the more I thought the more it was apparent to me that Miss Alice Woodruff had held over me a most beautiful advantage. Finally I went to her and took her in my arms.

"If you could play a part on the stage," I said, "as well as you have played me you would be the most remarkable actress on or off the boards. Let Parkinson have your new play. He is entitled to it, and I am not. I shall be content with your love; the other fellows may have your plays."

It was this experience more than all others that taught me that a play is a lottery. My wife's second play was a fail-

ure, and she never wrote another one. Parkinson lost on it what he had made on "A Sylvan Butterfly," and I, so far as my wife's plays were concerned, came out with nothing lost or gained, but my profit came in getting a wife I adore.

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### If You Want Friends

Don't contradict people, even if you're sure you are right.

Don't be inquisitive about the affairs of even your most intimate friend.

Don't underrate anything because you don't possess it.

Don't believe that everybody else in the world is happier than you.

Don't conclude that you have never had opportunities in life.

Don't believe all the evil you hear.

Don't be rude to your inferiors in social position.

Don't repeat gossip, even if it does interest a crowd.

Don't jeer at anybody's religious belief.

Learn to hide your aches and pains under a pleasant smile.

Learn to attend to your own business—a very important point.

Don't try to be anything else but a gentlewoman or a gentleman, and that means one who has consideration for the whole world and whose life is governed by the Golden Rule: "Do unto others as you would be done by."

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### The Infallible Charm

BY CLARISSA MACKIE

It was a dark night, for there was no moon on this Halloween, and the bare, rugged branches of the locust trees rubbed creakingly in the slight wind that came from the south.

The big clock in the lower hall struck the three-quarters after 11, and as the chime died away Eve Farnam slipped out of her pretty white bed and stole to the window. All she could see was a black wall of darkness, but she could hear the creak of the locust trees and the gentle sighing of the south wind.

Eve shuddered a little at the idea of

going out into that black void all alone, for she was timid at night. She always scurried past the dark corners of the halls, and the shadows on the stairways had been her dread since childhood. The rambling old house afforded many shadows and eerie corners, and Eve had never outgrown her little girl terrors, much to the amusement of the rest of the family.

But Eve was eighteen now, and she had been reading old romances until her pretty head was filled with fair ladies and gallant knights and their deeds of love and daring. As no romance had chanced in the placid routine of her life, Eve Farnam had resolved to set out this witches' night and, throwing fears to the wind, give the spirits of Halloween an opportunity to set her feet in the paths of romance.

The rest of the household was asleep, for Eve's matter-of-fact parents had never given a thought to the romantic possibilities of this merry eve. Mr. Farnam had removed the iron gates that no mischievous boys might convey them to the postoffice steps or prop them up against the fountain in the public square. He had also muffled the doorbells and retired to bed at the usual hour quite oblivious to the fact that his young daughter would dearly have loved to test her fate and fortune in all the old-fashioned ways of apple parings, melted lead, roasted chestnuts and mirrors.

Eve dressed herself in the darkness and, grasping her hand mirror in one shaking hand, opened her door and slipped out into the black tunnel of the upper hall. She tried to still the terrified beating of her heart, for there in the silent house it sounded to her ears louder than the ticking of the great clock at the foot of the stairs.

She groped for and found the banister and went carefully down the softly carpeted stairs until she stood breathless beside the tall clock. She knew that it was drawing near to midnight and she must hasten outdoors if she wanted to test the charm.

It required another effort of hurriedly summoned courage to enable her to reach the front door and let herself noiselessly outside. Once on the turf beneath the

locust trees, for she had immediately overstepped the narrow path that encircled the house, she gained confidence by closing her eyes and groping her way back to the graveled path.

Eve bumped into the trunk of a locust tree and scraped her hand on the rough bark of another, and, although she opened her eyes, she immediately closed them again, for the darkness seemed quivering with ghostly shapes.

Then to the accompaniment of sighing wind and rustling trees Eve began her wanderings. For ten minutes she went around and around and back and forth over the lawn, always fearful of trespassing on the grounds that adjoined her father's place. Here was set another colonial house, patterned after the Farnam home, for the two places had once belonged to brothers, and, although an iron fence ran along the entire front, the grounds had no dividing line.

Eve was not afraid of Judge Becker, their next door neighbor, for he was a genial soul and devoted to her, but she was fearful of discovery, and she could foresee the bantering she must undergo if her fanciful expedition was made known.

So when she felt the briars catching her serge skirt she knew she was on the borders of the rose garden, and she turned and walked as directly as she could in the opposite direction, and as her feet grated against gravel she opened her eyes and was relieved to see the faint blur of white trimmings that outlined the windows of her home.

Eve knew the path well, and it was with entire confidence and newborn courage that she shook out her golden fleece of hair, held the mirror before her face and slowly began to walk backward around the path.

If the charm held good, and Una Bidwell had assured her it was infallible, Eve knew that before she regained the starting point she would either see the face of her future husband peering from the mirror or she would meet the melancholy fate of old maidenhood.

Step by step around the house, under the grape arbor that spanned the back premises, under the rose-trellised pergola

on the south, and the mirror remained a black void. Eve knew she would die of terror if a face should appear in the mirror, but she felt that death would be preferable to a solitary existence without love or romance.

Just as she reached the southwest corner of the house and as the distant chiming of the clock proclaimed the last strokes of 12, Eve's heart and breath seemed to suspend action for a brief moment. There was the unmistakable fragrance of a good cigar. There appeared a red glow reflected in the mirror, and before Eve could turn she walked into a pair of strong arms, while over her shoulder there appeared for an instant an astonished face lit up by the glow of the cigar. She saw a pair of dark eyes and caught a glimpse of handsome features, and the mirror dropped to the ground as Eve struggled to free herself.

It was easily done, for her captor made no attempt to hold her. Indeed, it appeared that he was as much astonished at the encounter as was Eve herself, but he was quicker to recover his equanimity.

"Oh-ho! So you are tempting the fates, Lucinda?" he laughed very pleasantly.

Lucinda was the name of Judge Becker's black cook, and Eve was eager to grasp at this mistaken identity.

"Yes," she said as huskily as she could. Lucinda had a voice like a fog siren.

A hand caught her thick golden hair and held her prisoner. "So," he chuckled, "you have found a hair restorer, Lucinda, something that has turned your woolly tufts to long and silken tresses?" He scratched a match and held it before her lovely, blushing, shrinking face.

The match fell from his fingers, and his hold of her hair was loosened. "Oh, I beg your pardon!" he cried instantly. "I was surprised. You know—at this hour."

There seemed an interrogation at the end of the sentence, and Eve found herself explaining, coldly, haughtily.

"It's Halloween," she said stiffly. "I was merely testing an old charm—for—er—scientific reasons." She was gratified at her own wit in flashing this reply, and she went on, "I might ask an explanation of your presence here in my father's

grounds?" And there was no doubt about the question here.

"Your father! Why, this is Judge Becker's house! I am his nephew, and I came out for a smoke before!"

"Oh, indeed!" interrupted Eve coolly. "I must have missed my way in the dark. I belong next door." And, having become accustomed to the darkness, she could now see the dim bulk of her father's house across the expanse of lawn and moved away from her new acquaintance.

But he caught up with her and pressed the forgotten mirror into her hand.

"Your scientific instrument, Miss Farnam," he said courteously. "My uncle promised to bring me over to call upon your people tomorrow."

"We will be very glad to see you," faltered Eve, hastening her steps.

"Thank you," he said softly. "Good night."

"Good night," breathed Eve, and, feeling dreadfully unconventional, she fairly ran the distance to her own house and let herself noiselessly inside.

When she was safely in her room once more she regained her breath and the realization of what had really happened. A warm color flew to her cheeks, and a little song almost burst from her lips.

"He is handsome," she murmured, "and Una Bidwell did say it was an infallible test. It was perfectly wonderful, though."

But of course everybody knows the wonders of science are illimitable.

The next day the young man called, but did not deem it necessary to bring his uncle, the judge, along with him. Eve received him with a telltale blush. He seemed inclined to discuss Halloween subjects, told her many legends connected with the day, seemingly desirous of keeping her mind glued to the subject. He asked her if she believed there was any truth in the statement that a young girl will see the face of the man she is to marry in a looking glass on Halloween. Eve said that she believed in nothing but pure science, whereupon he asked her to explain what scientific principle she was testing with her mirror the night before.

Eve broke down at this, and the path of true love was thenceforth smooth.

## Legal News Gleanings

### Illinois Legislation

WASH HOUSE BILL BY HON. CHAS. A. KARCH

An act to provide for wash rooms in certain employments to protect the health of employees and secure public comfort.

Sec. 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly: That every owner or operator of a coal mine, steel mill, foundry, machine shop, or other like business in which employees become covered with grease, smoke, dust, grime and perspiration to such extent that to remain in such condition after leaving their work without washing and cleansing their bodies and changing their clothing, will endanger their health or make their condition offensive to the public, shall provide and maintain a suitable and sanitary wash room at a convenient place in or adjacent to such mine, mill, foundry, shop or other place of employment for the use of such employees.

Sec. 2. Such wash room shall be so arranged that employees may change their clothing therein, and shall be sufficient for the number of employees engaged regularly in such employment; shall be provided with lockers in which employees may keep their clothing; shall be provided with hot and cold water and with sufficient and suitable places and means for using the same; and during cold weather, shall be sufficiently heated.

Sec. 3. It shall be the duty of the State and County Mine Inspectors, Factory Inspectors and other Inspectors required to inspect places and kinds of business, required by this Act to be provided with wash rooms, to inspect such wash rooms and report to the owner or operator, the sanitary and physical condition thereof, in writing, and make recommendations as to such improvements or changes as may appear to be necessary for compliance with the provisions of this Act.

Sec. 4. Any owner or employer who shall fail or refuse to comply with the provisions of this Act shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined not more than one hundred dollars.

Sec. 5. Any owner or employer who shall be convicted of a violation of the provisions of this Act shall be subject to a conviction for succeeding offenses for each and every day he shall neglect or refuse to comply herewith.

This law was passed by the 48th General Assembly of Illinois, and became effective July 1, 1913. The Solomon Coal Company, of Springfield, took the case to the courts, claiming it was class legislation. It was carried to the Supreme Court of the State by them, and the following decision rendered sustaining the law.

DECISION OF THE SUPREME COURT OF ILLINOIS, IN  
WASH HOUSE LAW.

In People of the State of Illinois, defendant in error, vs. George W. Solomon, plaintiff in error, reported in 265 Illinois at page 29, the court passing upon the question as to whether the language in the Statute under the rules of *ejusdem generis* limited the application of the law to those mentioned in the Statute, said on page 33, as follows:

"Counsel for plaintiff in error insists that under the rule of *ejusdem generis* the naming of certain employments in the act restricts the operation of the act to those employments specifically and employment identical thereto; that the act does not apply to many other lines of employment the conditions of which are such that wash rooms are just as necessary as in those named, and that unless the law can be construed as applying to all employments where wash rooms are as necessary as in those mentioned, the law is still class legislation, and open to the objections found in the *Sterne* case. The rule of construction of *ejusdem generis* can not prevail, however, against the clear intent and meaning of the legislature, and we are of the opinion that the legislature intended by the act in question to remedy the defects found in the former law. By a fair construction of the law it applies not only to the employment named, but to all other like business of an established and permanent character in which the employees become covered with grease, smoke, dust, grime and perspiration to such extent that to remain in such condition after leaving their work without washing and cleansing their bodies and changing their clothing, will endanger their health or make their condition offensive to the public.' Under such construction the law will apply to all employments in which the conditions exist that make such a law necessary and it would not be special or class legislation."

Nor, as we construe this law, is it ambiguous and uncertain. It applies to the employments specifically mentioned in the act and to all other like business of permanent character where the same conditions prevail, and where there would be the same reasons for the law to apply.

The Cleveland, Cincinnati, Chicago and St. Louis Railroad Company have appealed from the decision of the lower courts in Vermillion County, and the case is now pending in the Appellate Court. With the above decision by the Supreme Court of the State, we have no fear but what we will bring the "Big 4" to time.

### Wages and Hours for Women and Children

462. Hours of labor, women, and minors under 18 years of age.—No child under 18 years of age and no woman shall be employed in laboring in any factory or workshop, or in any manufacturing, mercantile, mechanical establishment, telegraph office or telephone exchange, or by any express or transportation company, more than ten hours in any one day; and in no case shall the hours of labor exceed fifty-four in a week except that in manufacturing establishments where the employment is by seasons, and the state board of labor and industries shall determine what employments are seasonal, the number of such hours in any week may exceed fifty-four, but not fifty-eight, provided that the total number of such hours in any year shall not exceed an average of fifty-four hours a week for the whole year, excluding Sundays and holidays; and if any child or woman shall be employed in more than one such place the total number of hours of such employment shall not exceed fifty-four hours in any one week.

[Acts, 1909, c. 514, §§ 47, 48, as last am. by Acts, 1913, c. 758, and by Gen. Acts, 1916, c. 322.]—Mass. Bureau of Statistics.

### Maine Passes Fifty-four Hour Law

With public attention fixed on the political significance of the Maine election there was little general knowledge of a measure that was eagerly watched by thousands of wage-earners in the "Pine Tree State." This was the fifty-four-hour law brought up for a referendum vote at the general election September 11 and passed by a vote of about four to one.

The act, which places the working hours of women and minors in factories, laundries and mercantile establishments at 9 a day or 54 a week (excepting at Christmas and Easter holidays) and which prevents the night work of minors, was originally passed by the unanimous vote of the legislature in 1914. It would have become law about July 1, 1915, if 13,400 voters of Maine had not invoked the referendum provision of the Constitution. There were cries of "fraud" from the labor leaders when these signatures were filed with the Secretary of State, but their authenticity was accepted and Governor Curtis, to avoid the expense of a special state-wide vote, fixed the next general election as the day when all the voters of Maine might register their opinion on the measure.

According to a Maine correspondent, although both Republican and Democratic parties endorsed the bill "in their campaigning they never had much to say about it, but were very resentful if the opposite party accused them of being against it." Its real champion was, of course, organized labor. Banners were carried in the Labor Day parades calling upon people to "Remember the fifty-four-hour law." Literature was sent out by the unions.

The activity of the labor advocates was only duplicated by the opposition of a body calling itself the Maine Industrial Expansion Commission. This organization carefully concealed the identity of its organizers and supporters, but they were popularly supposed to be the textile interests. One man who wrote asking for information regarding the Commission's sponsors received word from W. E. Lawry who signed all literature that he could not give the names. "They are,"

he added, "honorable and upright citizens of Maine who shrink from personal abuse and threats such as have been heaped upon me."

The pamphlets of the Commission pictured all the calamities which would befall the workers when wages were reduced by a cut in hours, the farmer when purchasing power was curbed by reduced wages, and the employers when forced to compete under such a law with manufacturers in other states. It admonished the latter particularly that "Manufacturers are leaving Massachusetts every day in order to escape unreasonable and unjust laws which say they 'must' or 'must not' do something. Many of these employers of labor are coming to Maine. More will come if we do not duplicate the folly of our neighboring state and so harass the manufacturer that he will be compelled to move on."

The recent vote, however, shows that the overwhelming verdict of Maine is against the use of the state as a haven of refuge for "persecuted" manufacturers. — *The Survey for September, 1916.*

### New Federal Workmen's Compensation Law

BY JOHN B. ANDREWS

*The Survey for September, 1916*

On September 7 next to the last day of the first session of the Sixty-fourth Congress, President Wilson signed the Federal Workmen's Compensation Bill, the most scientific and the most liberal compensation act in any country. Both houses of Congress on Labor Day, three days earlier, had taken final action upon this carefully drafted measure, which was first introduced at the request of the American Association for Labor Legislation on February 28, 1913, by Secretary of Labor William B. Wilson, then a member of Congress. Later known as "the Kern-McGillicuddy bill" it was introduced no less than eight times, was discussed at length at several public hearings, and was passed after three and one-half years of agitation with only three votes against it among the 581 members of Congress.

It is related that the insistence of Mr. Roosevelt that "some kind of a compen-

sation bill" be passed during his administration led to the grotesque "Canonized" law of 1908. "Uncle Joe" Cannon was still on the job in 1916, but standing before the House he sawed the air with characteristic gesture and gyrated on his heel in vain. President Wilson cooperated with a majority in Congress. And yet two of the three adverse votes were by Southern Democrats, while Webb of North Carolina, the chairman of the House Committee to which the bill had been referred, characteristically voted "present."

"Since so little open opposition appeared, why was the bill not passed earlier?" is a natural question. The answer most frequently given is: "Congressional inertia." At no time has there been in Congress any doubt that the former inadequate law—"the worst compensation act in the world"—was a disgrace to the nation; always there has been the calm assurance from Congressmen that the Kern-McGillicuddy bill would pass—sometime.

But Congress does not always enact good labor legislation on its merits. The phosphorus match bill, for example, made no progress until it was publicly disclosed in a presidential year that it had been referred to a "secret sub-committee" for indefinite postponement. The new federal compensation bill made no appreciable progress, although twice favorably reported, until approaching campaign conventions and a national election gave vitality to a comatose platform pledge of 1912. Other striking illustrations could be given. Are we to be forced to the conclusion that the way to get good labor legislation passed by Congress is to drive Congressmen into a political corner and by publicity kick 'em in the political stomach?

Practically since its enactment the superseded law of May 30, 1908, has been subject to a running fire of criticism. It was the first general act of its type in this country, and gave little evidence that its promoters had examined the wealth of European experience which preceded it. Passed at a date when workmen's compensation was held by many politicians to mark the point where the road to "Social-

ism" parted company with the straight and narrow path of sound government, the act was unduly timid. As enacted it covered only artisans and laborers in manufacturing establishments, arsenals, and navy yards, river and harbor and fortification work, hazardous employment in the reclamation of arid lands and under the Panama Canal commission. Subsequently it was extended to include all employees under the canal commission (later taken care of under an executive order), as well as employees engaged in hazardous occupations under the Bureau of Mines, the Lighthouse service, and the Forestry service. This made in all about 95,000 beneficiaries.

During the first five years of its operation some 42,000 accidents were reported in government service, of which about 1,000 were fatal. Yet less than 15,000 claims for compensation were made. The remaining 27,000 workmen, nearly 65 per cent of the total, reported killed or injured, were outside of the act. A few were covered in other ways, but for most of them it was as if the law had never been passed. They could not even sue for damages, as could a workman in private employment, for the medieval maxim that "The sovereign can do no wrong" still adorns our governmental concepts.

Their one chance of relief was by the tedious and uncertain method of having special bills introduced in their behalf. During the first six months of the present Congress nearly 200 of these bills were referred to the House Committee on Claims, asking in all for over \$713,000. Yet even here the dead hand of the inadequate law was felt, for the committee was reluctant to approve a request for more than the claimant would have been entitled to had he been covered by the existing compensation act. "It has made me ashamed to report bills carrying the amount that we did," one member of the committee told Congress. And very few of these relief measures ever were passed.

In its administration of the law the United States Bureau of Labor Statistics approved in five years claims aggregating \$1,803,923.27. Yet when consid-



ered in terms of individual awards this sum assumes less awesome proportions. "Fractures of an arm or leg," states an official report, "led to payments in amounts of less than \$25, the loss of an eye in amounts varying between \$25 and \$50, and in the case of the loss of a right arm the injured workman was entitled to a payment of less than \$50, while in three cases of the loss of both legs the average compensation was \$377.40." As late as last January, when the E-2 exploded in the Brooklyn Navy Yard, the widows of two plumbers who were killed became entitled to the totally insufficient indemnity of \$1,200 and \$600 respectively. Under the terms of the statute, sufferers from occupational diseases, such as lead poisoning, undeniably contracted in working for Uncle Sam, were repeatedly refused compensation. On one occasion the claim of a victim of compressed air illness on a Western water syphon project was rejected, but was later acceded to when his fellow "sand hogs" threatened to quit, work unless such protection was extended to their highly dangerous occupation!

The new law, which went into effect immediately upon being signed, embodies the standards put forth by the Association for Labor Legislation each September. It covers all of the government's half million civil employees, instead of only a third of them, as did the fragmentary acts which it supercedes. Under the term "personal injury" it offers relief to many victims of occupational diseases, who, as stated, were excluded by the old law from indemnity. Disabled workmen now are entitled to benefits beginning with the fourth day of disability; the former inadequate statute allowed no benefits unless disability extended into the sixteenth day, thus depriving about 80 per cent of the injured workmen of compensation, and incidentally stimulating malingering.

The new law provides the injured with reasonable medical, surgical, and hospital services and supplies; under the old law no provision whatever was made for medical or surgical aid. In case of death the new act grants 35 per cent of wages to a widow and an additional 10 per cent

for each child, up to 66 2-3 per cent in all, to cease only when the widow dies or remarries, or when the child dies, marries, reaches the age of eighteen, or, if over eighteen and incapable of self-support, becomes capable of self-support; the old act allowed full wages for the shamefully brief period of one year. For total disability the act allows 66 2-3 per cent of wages during disability, against the old law's unwise provision of 100 per cent of wages for one year only, and for partial disability it allows 66 2-3 per cent of the loss of earning power, whereas the old act ignored this class of disabilities entirely.

Finally, for administration the new law provides a United States Employees' Compensation Commission, consisting of three members appointed by the President. For the first year there is a total appropriation of \$550,000. In short, instead of offering to its injured employees and their dependents an amount more "pitifully and disgracefully small" than does any other civilized country, the United States now stands out as a leader in caring for the victims of personal injuries in its service.

The drafting committee, of which Professor Seager was chairman and of which Dr. Rubinow and the writer were the other members, secured the services of Middleton Beaman as expert draftsman and to him is due much credit for the technical perfection and clear phrasing of the measure. Even Senator Hoke Smith, who has done much for and against workmen's compensation bills in Congress, paused to render this tribute: "I regard it as one of the most admirably prepared measures ever brought to my attention. I think it is about the first bill of any length I have ever read to which amendments did not at once occur to me." During its passage through Congress, the bill was endorsed by the American Federation of Labor, the General Federation of Women's Clubs, and numerous other national organizations, including associations of government employees.

The standards embodied in this measure, now adopted by the national government for its own half million employees and already met in several particulars

by such leading industrial states as California, Ohio, Massachusetts, New York, and Wisconsin for private employments, should be helpful in bringing the inadequate compensation laws of America up to a level of justice to the unnumbered thousands of men, women and children who annually are maimed, disabled and killed in the socially necessary pursuits of peace in our modern industries.

The fight for good labor laws effectively enforced is never ended. But the long struggle for adequate standards of protection is worth while, and the success attending the campaign for the new compensation law is highly encouraging to those who will now have more freedom and time to devote to health insurance, the next big step in social legislation. For this, too, much hard work with patience is necessary—but not too much patience.

### "The Fundamental Principle of Arbitration"

BY JOHN A. FITCH

"I am not in a position to make any such contract as you ask for at all, and I never expect to be in any such position. I might be willing to say to you that if you incorporate your union and make me a member of it, let me see that your money is honestly expended, I may do something with it. . . . An agreement with an unincorporated, irresponsible, and incoherent organization is one which I as superintendent of the affairs of this company cannot possibly contemplate at any time making. . . .

"In addition to that, there are a number of things in that contract, aside from the impossibility of making any agreement, as I say, with an irresponsible party—there are a number of things in that contract which are *per se* impossible. When you ask me in case of differences between any of you and the superintendent, to go to arbitration, it seems very much like my going to my cook and saying, 'I want beefsteak for dinner.' She says, 'You will get lamb chops.' I say, 'That won't do.' She says, 'We will arbitrate.' . . .

"As a general principle I think arbitration is one of the greatest things in

the world. I am heartily in favor of it. Arbitration between my servants and me is impossible. . . . If there is anything I can do to promote your welfare I will cheerfully do it, but I am manager of this company and you are my servants as I am the servant of the company."

This is quoted not out of Joe Miller's Jest Book but from the stenographic minutes of a meeting held on October 23, 1912, between a committee of men representing the employees of the Yonkers Railroad Company and Frederick W. Whitridge, president of the Third Avenue Railroad Company in New York City, which owns the Yonkers line. Mr. Whitridge thought that the expressions of opinion of this conference were so illuminating that he had the minutes of the entire conference printed in a little pamphlet which he distributed free of charge. A strike occurred some time after the conference which resulted in Mr. Whitridge coming to an agreement with the men and making a contract with them with an arbitration clause in it after all.

All of which is neither here nor there, except that this was the same Mr. Whitridge who in July was charged by Chairman Straus, of the Public Service Commission, with breaking this very agreement to arbitrate. It was the same Mr. Whitridge who today divides executive responsibility for handling New York's street car business with Theodore P. Shonts, of the Interborough and New York Railways, who, also, is set against arbitration.

The aversion of these two transportation managers to arbitration of industrial disputes is rather impressive just now because of the recently expressed views of railway managers in Washington. To them arbitration was "a fundamental principle," the refusal of which was bound to set back several notches the onward march of civilization.

In Washington the railway managers saw in it a sacred principle. In New York the street car managers saw in it an interference with their business. And the men, likewise, have been on both sides of the fence.

Both of these views cannot be correct. They are mutually exclusive. The atti-

tude of the New York traction managers seems to suggest that arbitration is a mussy way of doing business and inconsistent with the relations that should exist between master and servant.

The attitude of the railway managers seem to assume that arbitration is the regular way of doing things and that to settle disputes in any other way is to return to the obsolete and the chaotic. With the latter view the press of the country seems, just now, to be in agreement. Are they right? Has the whole American public made up its mind that the way to justice and industrial peace lies through arbitration? Let's take a brief glimpse at recent industrial history.

It is important to recognize that there is a certain difference between public utilities, so called, and other enterprises. The public takes a greater interest in a strike of waterworks employees than it does in a tie-up of an iron foundry. But it is hard at times to tell just where an industry ceases to be quasi-public in character and becomes a private enterprise. If a plant that furnishes light to the home is a public service corporation, what is a coal mine, that furnishes the power to operate the light plant and heat for the home besides? If a water works is a public utility, what about a bake-shop? If a railroad is "charged with public interest" what of a steel mill, where most of the material that goes into locomotives and cars, as well as the rails on which they ride, are made?

No enterprise in which men are employed is strictly private in character. The extent to which arbitration therefore as a means to the adjustment of disputes has taken root in strictly industrial enterprises in recent years and the degree to which either side, employers or employees, have lent their support to the principle, has an important bearing on the recent discussion.

In spite of recent protestations there is no question in the minds of anyone familiar with industrial controversies that arbitration is viewed with suspicion by both parties to the contract. If either side is more outspoken than the other, the record of recent years tends to show that the employer is the more opposed.

The great anthracite coal strike of 1902 was settled by arbitration, but it was an arbitration that was practically forced upon the operators by the President of the United States. They had previously and with persistence refused to arbitrate anything involved in the controversy. The miners, on the other hand, were quite ready to arbitrate.

What was true of the anthracite operators in 1902, has been true of the operators in nearly every important coal strike since that time. In 1910-11 there was a long and bitter strike on the non-union coal fields of Westmoreland County, Pa. The miners were willing to arbitrate; the operators flatly refused.

West Virginia, in 1912, saw one of the hardest fought strikes in the history of the country in the coal fields of Paint and Cabin Creeks. There was violence and bloodshed. Private guards were employed and battles were fought. The miners were willing to arbitrate, the companies refused.

The Colorado coal strike of 1913 and 1914 needs only to be mentioned to recall the scenes of violence, culminating in pitched battles between strikers and militia, that marked its fourteen months' duration. The operators were urged from many different quarters, including the President of the United States, to submit to arbitration of the matters in dispute. The miners were willing; the operators invariably refused.

The same was true of the Michigan copper miners' strike in 1913, where repeated efforts to bring about arbitration were rejected by the operators.

The manufacturing plants that have had labor troubles in the last half-dozen years have shown no more friendship for arbitration than have the mine operators. To mention the strikes that have figured prominently in the news, there was the strike in 1909 in the sheet and tin mills of the United States Steel Corporation. Repeated efforts were made by state boards of arbitration to effect a settlement either directly or through arbitration. Every such effort was repulsed by corporation officials. In 1909 the Lake Carriers' Association on the Great Lakes, dominated by the United States Steel Corporation,

refused to accept the good offices of the arbitration boards of the states bordering on the lakes, in their controversy with the Lake Seamen's Union. No suggestion of arbitration was made, apparently, in the strike at the Bethlehem Steel Works in 1910. The company refused to meet committees of strikers just as did the Colorado coal operators in 1913. Like the Colorado operators, they broke the strike. Arbitration was refused by the Pressed Steel Car Company in the strike at its plant in McKees Rocks, Pa., in 1910.

The most impressive example of all, perhaps, is the attitude of the Cloak, Suit and Skirt Manufacturers' Protective Association in New York city in 1916. This was the industry in which the famous experiment known as the protocol was first made. It was the association that first signed the protocol agreement. After six years under a binding agreement to arbitrate all disputes this association in April, 1916, broke its arbitration agreement, locked out its 40,000 employees, and refused not only to arbitrate its differences but refused to make any new agreement that would recognize arbitration.

However important these industries are it must be conceded that they do not affect the public in any such manner as do the transportation companies. The recent outcry against abandoning the principle of arbitration has arisen, not among manufacturers, but among the presidents and managers of railroads. For ten years and more, until 1916, every important dispute affecting train service has been settled either by mediation or arbitration. There is some color, therefore, for the assertion of the managers that to abandon the practice now would be to go back to a day and a method that had been supposed to belong only to the past.

It was the passage of the Erdman law that inaugurated this long period of arbitration on the railroads. It is a decidedly interesting fact that the first time an attempt was made to utilize the machinery of the law it was the employees who invoked its aid and the railroads that refused it. After this first refusal the services of the federal mediators were repeatedly called for, sometimes by one side and sometimes by the other, and sometimes

jointly. In a number of cases, however, in the early years of the operation of the law, there was refusal of mediation, and every refusal was on the part of a railroad.

In 1909, however, the Switchmen's Union in the Northwest refused arbitration and a disastrous strike followed. Then, in 1913 trouble arose because of the discharge of a train crew on the Delaware & Hudson Railroad. The men refused the intervention of federal mediators and struck to compel the company to restore the men to service. This was the first instance of a refusal of mediation or arbitration by the Brotherhoods, since the passage of the Erdman Act.

Just about this time dissatisfaction with the law began to make itself manifest. In 1912 the engineers in the Eastern territory made a demand for an increase in wages. The railroads objected to arbitration under the Erdman law. The three arbitrators provided for in that act were too small a number, the railroads contended, to whom to entrust the weighty questions involved. It was finally agreed to appoint, regardless of the act, a board of seven members, only two of whom should represent the parties in interest.

This board, presided over by President Charles R. Van Hise, of the University of Wisconsin, and of which Oscar Straus, now president of the New York Public Service Commission, was a member, brought in a decision awarding far less than the engineers had hoped to get, and in addition, recommend a new method of adjusting disputes that sounded to the men much like compulsory arbitration.

As a result, when the firemen presented their demands for increased wages the following year, they insisted that arbitration should be with three arbitrators, under the Erdman Act. This was refused by the railroads. A strike vote was taken, and a strike was only a few hours off when the railroads yielded and agreed to the arbitration proposed.

The railroads determined, however, that they would not again submit to arbitration with so small a board. They contended that the decision was actually made under those circumstances by one man. When, therefore, the conductors and trainmen came forward with wage

demands in 1913, a break was averted only when the unions and the railroads went before Congress and asked for a change in the law. The result was the passage of the Newlands Act, which provides for an arbitration board of six, four of whom must not be connected with railroad service in any capacity.

Since the passage of the Newlands Act there have been two important arbitration cases under its terms. With the last, that of the engineers and firemen in the Western territory in 1914, the men were so dissatisfied that many declared that they would never again submit to arbitration in any form.

Here, in brief review, we have the experience lying back of the brotherhoods' refusal to arbitrate the eight-hour day. If that experience indicates anything it is that outside of railroad service there has been no general or pronounced demand for arbitration. Instead of that the inclination of both employer and employee seems to be away from it in the great labor controversies which have engaged public attention. There are more notable cases where the employer has refused arbitration than where the employees have refused it. Indeed, if we go back far enough the Knights of Labor at one time favored a compulsory arbitration law because the employers persistently refused voluntary arbitration.

There is no reason to suppose, however, that today the workers are in general more favorably inclined than the employers. In a week's hearing on the subject of arbitration and conciliation before the United States Commission on Industrial Relations in 1914, there was scarcely a dissenting voice. Samuel Gompers, President of the American Federation of Labor, declared that he would about as soon settle a dispute by tossing a coin as to settle it by arbitration. Large employers of labor expressed similar opinions. The chief objection on either hand was that to refer a dispute to an outsider put altogether too great power into the hands of one who might be unable to grasp sufficiently the intricate details of the business. An instance was cited of an arbitration award of the late Bishop Potter; on account of technical deficiencies

it was impossible to put into effect.

But if this is the case, how can one account for the repeated resort to voluntary arbitration in the railroad field, the hesitancy of the brotherhoods about calling strikes, the vociferous loyalty to the principle of arbitration on the part of the railway managers? It is all evidence that despite the importance of other industries they are not so vitally important to the whole people as are the railroads. Arbitration made headway upon the railroads because managers and men alike have feared to incur the enmity of the public by standing out as responsible for the interruption of traffic. For the first time since their strength has become formidable, the brotherhoods were ready to assume that responsibility this year. What effect their act may have upon their future or upon public sentiment remains to be seen.

The immediate effect of the breakdown of voluntary arbitration in the railroad field where it has had best chance of success, is talk of compulsory arbitration. It is hard to think of this as anything but talk. Corporation attorneys and attorneys for labor unions generally agree in doubting the constitutionality of a compulsory arbitration law. It is certain also that employers in general are no more anxious for compulsory arbitration than are the unions.

In the meantime what are we to do about threats of strikes on the railroads, and actual strikes on local transportation systems such as the one now afflicting New York City? In the *New York Times* of September 18, John P. Fox writes: "There appears to be no real need of transit strikes today to enable employees to get better working conditions. With the existence of the public service commissions, State arbitration boards, responsive public officials and legislative bodies, and so many citizens ready to take up a just cause, the electric railway employee simply alienates the public by such unnecessary strikes as the present one."

Doubtless the sentiments expressed will be cordially endorsed by many a weary pedestrian, or motor truck passenger. But so long as any of the transportation companies are in the hands of men who

break contracts, or who lump street car conductors and cooks together as personal servants whose duty it is to obey without question, it may be conceded that that day when the lamb may safely lie down with the lion has not yet arrived. The presence of however great a multitude of public service commissions, "responsive" public officials or justice-loving citizens avails little when either side has "nothing to arbitrate."

But between compulsory arbitration at one extreme, and an open season for strikes and lockouts at the other, there ought, in all conscience, to be a zone where the operation of a "rule of reason" would protect the interests of everyone. — *The Survey for September, 1916.*

### Strike Cases Dismissed

Attorney General Farrar has dismissed a score of indictments in Walsenburg County, Colo., which grew out of the recent miners' strike. This action is in line with a similar act taken several weeks ago when large numbers of indictments in this and in Las Animas counties were

nolled because of lack of evidence. Of the hundreds of miners that were indicted not one is now in jail and practically all have been given their freedom. The case of John R. Lawson, who was found guilty of murder in the first degree in Judge Hillyer's court, pending because the State Supreme Court in setting aside the verdict ordered Lawson's release on bail.

When the State Supreme Court ordered that Judge Hillyer should not try any more miners' cases, the coal operators received their hardest blow, and dismissals of indictments then began. Judge Hillyer was formerly a coal operators' attorney and was appointed to the bench by Governor Carlson after the legislature had created an additional judicial district. — *Weekly News Letter.*

### Laborers Raise Wages

Every contractor in San Francisco, Cal., has accepted the new \$3 minimum wage rate of the United Laborers' Union. About 1,200 workers are affected, but the movement will result in raising wages of all classes of unorganized laborers.



MEMBERS OF JOINT SUB-COMMITTEE B. OF L. E. AND B. OF L. F. & E., GRAND TRUNK SYSTEM

This means of representing the whole committee seen on the following page has proven very efficacious.

Top row—Geo. H. Box, S.-T. B. of L. F. & E.; A. R. Shambleau, 1st V.-Chr. B. of L. F. & E.; W. H. Parsley, V.-Chr. B. of L. E.; James Grieves, S.-T. B. of L. E.; J. Loosing, Div. 650, B. of L. E.

Bottom row—W. J. Dowell, Gen. Chr. B. of L. F. & E.; Ash Kennedy, Asst. G. C. E., B. of L. E.; Arthur J. Lovell, V.-P. B. of L. F. & E.; W. G. Dewar, Gen. Chairman G. C. of A. to B. of L. E.



JOINT GENERAL COMMITTEE OF ADJUSTMENT B. OF L. E. AND B. OF L. F. & E., GRAND TRUNK SYSTEM, 1916

Geo. F. Dewar, Div. 486; W. Adams, Div. 519; J. Haverson, Lodge 181; W. J. Cannon, Lodge 181; J. W. Burch, Lodge 487; F. C. Race, Lodge 69; D. Campbell, Div. 747; P. A. Strange, Lodge 471; R. J. Whan, Lodge 67; R. E. Allan, Div. 38.  
 T. Mattingly, Lodge 221; J. J. Pepler, Div. 142; M. A. Towleson, Div. 679; E. W. Haugh, Lodge 84; Geo. Armstrong, Div. 387; F. I. Hamlin, Div. 812; E. Calcutt, Div. 408; W. J. O'Brien, Div. 188.  
 E. W. Gould, Lodge 117; Geo. M. Simpson, Lodge 776; J. Smith, Lodge 118; Jas. Oliver, Div. 189; J. T. Pryor, Div. 890; L. J. Gordon, Div. 174; H. C. Rathbun, Div. 302; J. S. Crawford, Div. 240; W. G. Graham, Lodge 186; R. W. Hubbs, Lodge 66; T. Huerton, Lodge 766; T. J. Campbell, Div. 70.  
 D. Murray, Div. 40; Geo. H. Box, S.-T. B. of L. F. & E.; A. R. Shambleau, 1st Vice Chr. B. of L. F. & E.; W. J. Dowell, Gen. Chr. B. of L. F. & E.; Arthur J. Lovell, Vice Pres. B. of L. F. & E.; Ash Kennedy, Asst. G. C. E. B. of L. E.; W. G. Dewar, Gen. Chr. B. of L. E.; W. H. Parley, Vice Chr. B. of L. E.; Jas. Griesen, S.-T. B. of L. E.; J. Lossing, Div. 660; C. E. Foss, Div. 691.  
 R. Dawson, Lodge 423; J. M. Whiting, Div. 183; O. Charette, Lodge 81; E. W. Brumpton, Lodge 431; H. J. Riegler, Lodge 46; F. W. Logan, Div. 118; A. A. Johnston, Div. 189; W. J. De Loge, Lodge 186; F. Evans, Lodge 4; A. E. Lawrence, Lodge 18.

## Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guaranty of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

### The Approval

The traveler on life's uncertain road,  
Spurred ever onward by ambition's goal,  
Braves the hidden dangers of the deep,  
And treacherous pathways of the mountain steep;  
Tho' oftentimes harassed by relentless foes,  
By hope supported, upward, onward goes,  
Cheered by success and by the beacon light  
Of faith that helps to guide his steps aright.

And, now he stops upon some steep ascent,  
Which miles of distance to his view has lent,  
And weary at the close of some long day,  
Looks back, his past performance to survey;  
Recalls the victories won, the battles lost,  
Appreciates the gain, ignores the cost,  
And, resting there, enjoys the sweet content,  
That always follows effort wisely spent.

So all mankind will, at no distant day,  
Stop, if but for a moment, on its way;  
And, looking back o'er scenes, yet plain to view,  
Freed from confusion and from danger too,  
Will understand, and by its loud applause,  
Approve the efforts made for labor's cause;  
Proving, though oft, misguided minds oppose,  
The stream of life, unheeding, onward flows.

When the historian on the present dwells,  
Unmoved by interest, or bias, tells,  
With trenchant pen the futile efforts made,  
By those whose labor's freedom but delayed;  
Of they who block the workers toilsome way,  
Bartering principle willingly, for pay;  
He also, with regard for labor's right,  
Will praise her course and those who fought the fight.

T. P. W.

### Up to the Engineer

BUFFALO, N. Y., Nov. 6, 1916.

EDITOR JOURNAL: It is the practice on most railroads to make every effort to account for engine failures, or for anything causing delay or damage to engines or trains. Where that system is carried out with the intention of detecting the

weak points in the system so that they may be strengthened, and recurrent failures of the same nature be provided against, it is all right; but where it is merely a bluff, where the system develops merely into an endless chain of fault-finding and fault-dodging, then it is an abomination, and a source of continual friction between the department heads, as well as between the men and the officers of their department. The engineer perhaps has the most ground on which to complain of such a state of affairs. He is the one man to whom most things happen. He pulls out drawbars when he is not punching them in; he fails to make time with engines that are said to be "good enough" for the work; he uses "too much" oil and "too much" coal and generally comports himself, so far as his service is concerned, in a manner calling for a great deal of criticism and no small amount of discipline.

But what has he to contend with? One would think from the pretension of some railway officials that the conditions under which we are working were perfect. This is in some cases partly due to a want of knowing better, perhaps, but there is a tendency on the part of the minor officials to take advantage of the fact that those higher in authority are not familiar with the detail work of locomotive handling and upkeep, or with train operation, and excuse the conditions they are supposed to correct by placing blame upon the engineer. This is particularly true of accidents involving the proper handling of the air brake, but he is also held in suspicion, if not actually to blame, for anything from the unnecessary popping of the engine to what his immediate superiors may term the wasteful use of fuel or other supplies.

And who is this fellow, the engineer? What type of a man is he, who, according to report from some quarters, is so utterly incompetent? Is he not one of the links in the chain of the service? Would it not be reasonable to expect the railroad company to strengthen the link the engineer represents in order to give as near a uniform strength to the whole chain as possible? Would it not be more profitable to do so than to try to balance the cost of his mis-



takes as well as the things that happen to him that are not his mistakes, by merely charging him with the blame and placing same against his record? Such charges do not represent an asset of the company. They often represent just the opposite and really defeat the object they pretend to gain. The average engineer, long in service, is burdened with the weight of his mistakes. They are held against his record, some of them having neither justice nor logic to support them, and instead of having the effect of improving his work, tend to make him disregard what he has reason to think is merely a bluff anyway, and he becomes so accustomed to being the goat of the service that he sees no use in trying to be good, so lets it go at that.

Not only must he put us with conditions relating to the power that makes it inadequate for the demands made upon it and do it without protest and still bear the blame for engine failures that may result, but he has no authority over anyone employed on the train. He used to direct the work of the fireman, but not so of late. To be responsible for the work of someone else over whom one has no authority is an illogical position to occupy. To expect good time made with modern trains, restricted as they often are by speed ordinances and other rules of safety, and do it with engines that belong to a past generation; or to do smooth braking on either freight or passenger trains made of loads and empties, and having vastly different braking power at either end of the train is actually impossible.

To expect good service under such conditions is often excusable in the higher officials who are not intimately acquainted with the real state of affairs, being interested chiefly in results, but to the subordinate officers, those who should know, and do know the true state of affairs, it is not only unfair, but often little short of criminal to continue such a policy.

Of course the natural tendency of such influences is to strengthen the arm of organized labor, and that is the only optimistic feature of the situation.

I was much interested in Brother Boyle's article in the November JOURNAL

and have taken his good advice, "Write for the JOURNAL." Fraternally,

T. O. M.

### Thorns and Roses

Yes, the trains are getting longer,  
The engines bigger, stronger,  
While we are barely holding our own;  
The hills seem growing steeper,  
The sags a little deeper,  
We're either getting older, or outgrown.

The rods and levers rattle,  
And the game is one long battle,  
But our fighting weight remains about the same;  
The boxes pound most frightful,  
So the "mills" don't ride delightful,  
You're right, we must be tough to stand the game.

But by way of compensation,  
You will find there's an equation,  
On the railroad or anywhere you go.  
For nature never sleeping,  
Always true her balance keeping,  
Still makes the thorn and rose together grow.

When trains were short and lighter,  
And you didn't have to fight her  
To make the time, and rules were rather loose,  
Then an air brake application,  
Might upset your calculation,  
As well as some things back in the cabooses.

Then the "con" if still surviving,  
Shortly after your arriving,  
At some other sudden stop along the line,  
Would rush ahead to bawl you,  
For the stops you made he'd call you,  
Tho' he'd recovered and was feeling fine.

Yes his "knob" may be lopsided  
From the bump where he collided,  
And he'd love to give you one good healthy clout;  
But a mile or so of drilling,  
To the head-end, makes him willing,  
To just forget what it was all about.

So my brother, when complaining  
Of long trains or entertaining  
Doubts of whether things are hummer than before,  
Isn't it some satisfaction,  
To feel there's no reaction,  
When you spill the "con" upon the cabin floor?

T. P. W.

### Write for the Journal

BUFFALO, N. Y., Nov. 7, 1916.

EDITOR JOURNAL: The article in the November issue of our JOURNAL from Brother Boyle, C. E. Div. 422, entitled, "Write for the JOURNAL," strikes me as being a very good one. I have many times contributed to the columns of the JOURNAL, as have many other Brothers, but of late I have failed to do my share

In this respect, and the article by Brother Boyle has brought me to my senses.

When you look up other trade journals and see the many articles by different members of the various organizations, it seems rather strange to then look into our valuable publication and see so small a number of letters from our many members. Why is this? We have many intelligent men in our organization, but, perhaps, as Brother Boyle says, "The ravages of time" and the exacting nature of our duties as locomotive engineers have much to do with our failure to contribute an article now and then for the JOURNAL.

The all-absorbing topic of today is the Eight-hour law, and the issue of November has some good reading pertaining to this subject—most noticeable is that from Senator La Follette. This gentleman can easily be classed as our firm and staunch friend. He, alone, among the many Republican Senators, had the manhood and principle to stand by us when the vote was taken placing upon the statute books of our country an eight-hour law for railroad men.

We have by many people been called "hold-up men," "conspirators" and sad to relate, some of our own members have condemned the "eight-hour law" and have even gone so far as to state that fact at public gatherings.

We hear much talk of the U. S. Government having at last got a strangle hold on the Railroad Brotherhoods, and that in the future we will have to abide by the rulings of the Government, etc.

I do not agree with this claptrap talk, for the simple reason that Congress and President Wilson simply made a law governing the hours we must work, with no reduction in pay. We all remember our Grand Chief and his associates went the limit before the break came between the managers and the presidents of our railroads.

The case had reached a stage where something had to be done. The country faced a tie-up. President Wilson saw how grave the situation became and interested himself to the extent of inviting our leaders to Washington. What if our men refused? Would this be gaining the good will of the people? The President

put it up to Congress, to my representative and yours, and the result we all know.

We hear many of our members say, "Well, we got the eight-hour law," but how about working conditions? Did Congress tell us that our committees were useless after the law was passed? They did not, and when this law takes effect you will see all our general committees get busy and adjust working conditions the same as always. The law seems very plain, and when you read Section 4 of this law you can easily see that a penalty is provided for any violation of it.

The other issues we are given to understand are now being investigated, such as time and one-half for overtime, and when this commission reports they are not to make any recommendations. This is fair to both sides, and when the report is filed there will be more work for our committees to do, after which I am positive that a satisfactory settlement will be reached for all concerned.

Now, Brothers, get in line and take Brother Boyle's advice, "Write for the JOURNAL."

Fraternally yours,  
DAVID C. HUFF, C. E. Div. 15.

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### A Trip to the Old Home

BLUFFS, ILL., Oct. 26, 1916.

EDITOR JOURNAL: It is a long time since I made my visit to the East, but I thought I would write and describe my trip, as it might help me to find some of the men I worked with in the long ago.

I left Bluffs, Ill., via the Wabash Railroad on the morning of May 25, 1914, for Detroit, Michigan. Here I missed the connections for Buffalo, which caused a nine-hour wait in the latter city, but got away on the morning of the 28th, arrived in Fitchburg, Mass., in the evening, and stopped off to visit relatives. Had a splendid visit, and a number of auto rides through the beautiful surrounding country.

Left Fitchburg June 15 via Ayer and Nashua to Concord, N. H., where I stopped for 24 hours to see if I could find anyone I had known in my early years of railroad life, as I entered railroad life in Concord in June, 1848, and my trip east

had great hopes in it that I might find some of the old comrades of long ago, but I did not find any, though I found some men who had fired for me, but of whom I had no memory. From here I went to Hill, N. H., and found the home my mother used to own, and where we lived when I began firing in the spring of 1850, and it looked just as it did when I left in 1854. Not finding anyone there I knew, I went to White River Junction, Vt., which in my time was the old Northern Railway, now part of the B. & M. System. On the way I found the clay cuts, stone cuts, and the same old grades were still there just as they were when I was running there in 1854. I found a man in White River Junction, two months older than I, who had worked in the Vermont Central Railway roundhouse when I was running in there, and he lived in what was called West Lebanon, now Westboro, N. H. They are separated by the Connecticut River, and when I worked there they were both small places, but now grown to good-sized cities.

I left here on June 19, going south on the Central Vermont Railway headed for New London, Conn., situated on Long Island Sound. Here I took the boat for New York City, where Mr. Ingles Stuart met me at the dock by appointment, and had a most delightful day with him in the great city, he acting as guide. We visited the Woolworth Building, said to be the tallest building in the world; took a ride in the noted Subway as far north as 122d street and back, via auto and the Elevated Railway, and saw many other wonders of the great city, which gave me great pleasure. Thanks to my friend and guide.

I left New York via the D. L. & W. Railway for Buffalo, and there took the Wabash for Detroit, Mich. Having relatives in Toledo I took the electric train to that city, where I had an interesting visit, and returned to Detroit and took the Wabash Railway for Chicago, Ill. Here I took the Michigan Central Railway for Michigan City to visit my nephew, C. W. Cole, an engineer who runs from Chicago to Kalamazoo, Mich., and after a pleasant visit here I returned to Chicago and took the Wabash Railway to Granite City, Ill.; near East St. Louis, and street car to

Venice, about three miles, to visit my son Fred. S. Clark, an engineer on the Chicago & Alton Railway. My visiting over, I started homeward via the C. & A. Railway to Jacksonville, Ill., and there took the Wabash to my home in Bluffs, Ill., arriving on June 30, my trip lasting about five weeks, in which I traveled about 3,500 miles by rail and many miles on auto trips, and in all my wanderings I looked for those I had known in my early railroad life, and found but one person east of Detroit and Toledo that I had ever known, and this was my niece in Fitchburg, Mass., and she had children 47 years old that I had never seen, but I realize as never before that 50 or 60 years brings many changes. Though finding none of the engineers of my early railroad life was a great disappointment, yet my trip as a whole was a delightful experience.

When I look at the massive cars and locomotives of today and compare them with the little five and ten-ton locomotives of the '50s, also the small pay and long hours of that period, it makes me realize what great strides have been made in both the power, cars, and conditions of those who handle them. To go back in memory to 1848 is a long time to remember persons definitely, but I would like very much to hear from any one with whom I associated in my early days, and perhaps there are some still living who will remember "Yard Square" Clark, as I was known by some in New England.

I joined Div. 62, Galesburg, Ill., February 16, 1865, and in January, 1915, was transferred to Div. 720, Springfield, so that I could get to the meetings.

Fraternally yours,

S. R. CLARK, Div. 720.

### A Wife's Point of View

ANTHONY, KANS., Oct. 18, 1916.

EDITOR JOURNAL: Every paper or magazine one picks up is for or against the Adamson Eight-hour law. My husband is an engineer on the Atchison, Topeka & Santa Fe, Panhandle Division. He has a local run of seventy-one miles, with three junction points to pick up, set out at and switch each day, excepting

Sunday, which he has at home. He is called every morning at 4 a. m. Ten hours he considers is a short day, and he is often out for sixteen hours, which, of course, is the limit. By the time he gets home, eats supper, answers correspondence and looks over the daily paper it is bed time, for unless he gets to bed by 9 p. m. he can't get much sleep.

Where is there another laboring man who gets up at this unseemly hour of 4 a. m., summer and winter, rain or shine, and works from ten to sixteen hours every day? It is not more wages the railroad men are asking for, but better working hours, so they can be home with their families, get acquainted with their next door neighbor and enjoy life as other working men do. It is not the men higher up who are so opposed to this eight-hour law, but those who do not understand why these 400,000 men are asking for better working hours. When has there been a time when the farmers were getting such good prices for their produce, stock and grain? Are the men who haul all these products to market benefited in proportion? No, the railroad men work on the same old wages and must pay out all their earning for a bare living. House rent, grocery bill, cost of fuel and lodge dues all come out of their pay check, also their own expenses on the road, and at no other kind of labor does a man need and wear out so many clothes as at railroading.

President Wilson has endeared himself to all railroad men, their wives, families and sweethearts by passing the Adamson Eight-hour law, and we can see the time drawing nearer when the railroad men will enjoy life the same as other laboring men.

MRS. C. F. VANDAVEER.

#### Bro. Thos. Noble Made Honorary Member

PITTSBURGH, PA., Nov. 6, 1916.

**EDITOR JOURNAL:** It has been a long time since we have written of what we are doing in Capt. S. S. Brown Div. 370.

On September 25, at a regular meeting of the Division, we had such a good time, and the kind of a time that helps to advance the interests of the Order, that we thought we would write and tell the Brothers who read the JOURNAL about

it. It may be that when they have read it they will heed the lesson it teaches and go and do likewise.

On September 25, at 7:30 p. m., Div. 370 assembled, with Bro. G. K. Reed, Chief Engineer, in the chair. After opening the meeting in proper form the Chief was notified that a class of candidates were in waiting in the anteroom, ready to be initiated into the mysteries of the B. of L. E. This class consisted of eight candidates. There were to be 12 in all, but the other four did not arrive in time.



Bro. Thomas Noble, Div. 370

With over 100 members present, our Guide, Bro. Chas. Sperrow, assisted by seven other Brothers, repaired to the anteroom to assist the candidates to enter the portals of our Brotherhood by the paths of Sobriety, Truth, Justice and Morality. In addition to the regular form of initiation the Division added the military drill and approach, which was led by Bro. Guy Bogardus, a veteran of the Spanish-American war, while Brother Irwin presided at the piano. The scene during the initiation was impressive.

After the ceremony a recess was granted and the candidates congratulated on the step they had taken. Responding to an alarm at the door we were told that Division 59, of the Ladies' Auxiliary, was

without, with an invitation to meet with Division 370 at 9:30 p. m. Bro. C. E. Reed instructed Bros. Irwin and Bogardus to repair to the lobby and escort the ladies into the room. After Sister Klouse had been seated at the piano, to the music of a national march, the members of the Auxiliary marched into the room.

After all were seated, Chief Engineer Reed instructed charter members McBurney and W. R. Lowe to escort charter member Thomas Noble to the altar. This being done, the Chief Engineer directed Bro. S. A. Irwin to meet them at the altar, giving him an honorary badge to be presented to Bro. Thomas Noble. As Brother Irwin spoke while pinning the badge on Brother Noble's breast, there were many who were visibly affected.

Enclosed you will find a picture of Brother Noble, taken immediately after the presentation of the badge, and the following is his history:

He was born in Fulton County, Pa., December 8, 1839. Began railroading as brakeman on the C. & P. road in 1861. In 1862 was promoted to yardmaster at Bellaire, O. He stayed there two years and then went firing between Bellaire and Pittsburgh, where he stayed until July, 1866, when he came to the B. & O., and after firing three months on the last named road was promoted to run between Wheeling and Grafton. In 1869 he went to running between Wheeling, W. Va., and Washington, Pa., on what was known as the "Hempfield Line." This road was bought by the B. & O. in 1872, and extended to Pittsburgh in 1883. Bro. Noble became the first passenger engineer on that road and hauled the first passenger train between Wheeling and Pittsburgh, on what is now part of the Pittsburgh Division of the B. & O. He left the service in 1900, and is now living a retired life. Brother Noble was initiated into Div. 19, at Wheeling, W. Va., 43 years ago, and later became a charter member of Div. 370. He is 78 years old, and his prayer is that God in His infinite mercy will cast His mantle of protection around the members and officers of the B. of L. E.

After the presentation the Flexogion Band came into the room, led by Bro. Guy

Bogardus, dressed as Princess Letgomy-foot, accompanied by a number of other princesses from an island in the Monongahela river known as Goblers Knob. One hour of merriment followed, after which Bro. C. M. Brown and a number of other Brothers served the audience with refreshments.

Division 370 initiated a class of six a short time ago, and will have another class in a short time; and now, to you, Brothers of Divisions who are standing still, we say: "Go thou and do likewise."  
"GRAY LOCKS."

### Bro. Wm. Ronan, Div. 287, Retired

ALTOONA, PA., Nov. 10, 1916.

EDITOR JOURNAL: At 11 o'clock on Tuesday evening, Oct. 31, 1916, when Bro. William Ronan brought his train to East Altoona, he voluntarily retired from the service. Although not having reached the 70-year mark, Brother Ronan had served the Pennsylvania Railroad Company for 53 years and seven months with a record few can surpass. He is a man of very cordial and sunny disposition, with a hearty and warm greeting for all of his co-workers and friends at all times, as is clearly indicated by the enclosed photograph.

Brother Ronan was born in County Mayo, Ireland, August, 1848. At the age of three years, with his parents, he arrived in Altoona, where he has since resided. When a mere lad, in 1863, he was employed by the Pennsylvania Railroad Company. On October 9, 1871, he was transferred to the position of fireman, and five years later in October, 1876, he was promoted to the position of engineer, in which capacity he has served faithfully until his retirement.

On April 21, 1874, he was married to Miss Elizabeth Hoy, of Conemaugh. There is a happy coincidence in connection with their marriage. Miss Hoy and her brother John, member of Div. 406, who, by the way, was retired from the service of the Pennsylvania Railroad a few months ago, were playing along the track at Butter Milk Falls one day on the curve, east of Conemaugh, when a large slide from the mountain side occurred. Miss



Bro. Wm. Ronan, Div. 287

Hoy, now Mrs. Ronan, flagged a fast approaching train with her red sun bonnet. This train carried Brother Ronan as fireman. Their acquaintance formed at that timeripened into a stronger bond of friendship, then love, and finally marriage. To this union has been born a large and respectable family. Brother Ronan has been a member of Jerry C. Burley Division 287 for the past thirty years or more, and Mrs. Ronan has been an active member in S. J. Cover Division 64, G. I. A. to B. of L. E. The best wishes of the membership of both Divisions are theirs, together with those of their many friends in this community. Yours fraternally,

E. A. McCONNELL, C. E. Div. 287.

### Brother J. C. Walters

MILWAUKEE, WIS., Oct. 31, 1916.

EDITOR JOURNAL: Division 405 would be shirking an important duty it owes a worthy Brother and the Brotherhood at large if it would not ask space to have the career of Bro. J. C. Walters published in our JOURNAL.

Brother Walters was born February 24, 1850, in Wayne County, Ohio. His boyhood days were full of trials and hard-

ships, of which I will now tell in the same simple way he told the story to me.

"My father died August 7, 1862. From the time of his death I had to shift for myself. I worked on a farm in Branch Co., Mich., during the summer, and worked for my board and went to school during the winter. On April 16, 1870, I left Coldwater, Mich., for Chicago. On April 18, 1870, I began to work for the C. & N. W. Ry., as brakeman, at Janesville, Wis. I was assigned to the way freight between Janesville and Oshkosh. I was employed as brakeman two years and one month, and began service as fireman there May 18, 1872, out of Janesville. In those days nearly all engines in this locality were wood burners. I was promoted to engineer on my birthday, Feb. 24, 1874, and ran an engine for a period of seven months. On account of slack business I served as engine dispatcher at Chicago for two months, when I again was assigned as engineer, and have run an engine continuously to date."

On October 19, 1916, Brother Walters was enrolled as an honorary member of the G. I. D., an honor which was as deserving as it was appreciated.

The arrangements for this occasion were under the auspices of North West-



Bro. J. C. Walters, Div. 405

ern Div. 255, G. I. A. A very appropriate program was prepared. The beautiful selections of vocal and instrumental music, as well as the dancing, were by the sons and daughters of members of G. I. A. Div. 255.

Bro. R. C. Miller made the opening address, "Long years of hardship and toil is loyalty; tonight we bid you welcome." Only those who know Brother Miller can comprehend the masterful manner in which he discussed the subject.

Brother Gates, C. E. Div. 405, conveyed the Division's thanks to Sister Flint, President of Division 255, G. I. A., and its members for the perfect arrangements on this occasion. Truly they left nothing undone to add to the pleasure of the happy event.

Brother Gates responded on the mottoes of our Brotherhood. He requested Brother Miller to act as Marshal and conduct Bro. J. C. Walters to the altar. Making the presentation address, Brother Gates dwelt upon the value of loyalty. A rare command of words and clear voice made his address a most interesting one. Then pinning the badge on Brother Walters' breast, said, "On the breast of loyalty, I pin the badge of loyalty."

Brother Walters plainly showed deep emotion. He expressed his most heartfelt thanks to the members of the G. I. A. for the elegant program prepared in his honor, along with other remarks fitting the occasion. The members of the G. I. A. left nothing undone to make the event a success, so a real treat in the line of refreshments was in waiting, which certainly showed the Sisters' loyalty, because they know us and know that we like good things to eat. After lunch, dancing was in order for the young folks.

Brother Walters has seen this Brotherhood grow from a mere handful of men to one of the largest and most conservative labor organizations in the world. That small body of men began with nothing but moral courage to carry forth the principles, Sobriety, Truth, Justice and Morality, and their path was often strewn with thorns.

This Brotherhood has decorated Brother Walters with the mottoes which form the foundation stones of society. His 46

years with the C. & N. W. Ry. were also held up to his credit on this occasion, the Division Master Mechanic sending Brother Walters' record to Brother Gates, C. E., with a request that it be read to the assembled guests, which was done by Brother Gates, and is as follows:

J. C. Walters entered the service of the C. & N. W. Ry., April 18, 1870, promoted to engineer, Feb. 24, 1874. Demerit marks, none; credit marks, June 1907, Aug. 1909, for economical handling of power. He was also given meritorious credit marks, April, 1916, for saving the lives of two children at Racine, Wis.

Brother Walters has for the past ten years been pulling "The Golden Special." The Northwestern trademark on this train announces to the world, "The best of everything," and our veteran Brother Walters at the throttle fits perfectly into its general scheme of perfection.

Brother Walters and his good wife are enjoying the best of health. They have two sons and one daughter.

Brother Walters was a delegate to the Ottawa Convention in 1896 and to the St. Louis Convention in 1898, representing Divisions 96 and 409, and has ever been actively interested in the advancement of the Brotherhood. Yours fraternally,

J. J. LAWRES.

### Railroad Men's Home

HIGHLAND PARK, ILL., Nov. 1, 1916.

EDITOR JOURNAL: The following donations were received at the Home during the month ended October 31, 1916:

#### SUMMARY.

Grand Lodge B. of R. T. ....	\$ 2761 32
Grand Lodge B. of L. F. & E. ....	1715 37
Grand Division, B. of L. E. ....	76 40
Grand Division, O. R. C. ....	53 55
B. of R. T. Lodges ....	19 00
Sale of junk ....	10 00
From the estate of S. S. Guthrie, of Div. 1 O. R. C. ....	5 50
From employees of the Illinois Northern Railroad, Chicago, Ill. ....	11 00
Mr. and Mrs. J. F. Cook, Concord, N. H. ....	2 00
James Costello, Div. 270, O. R. C. ....	1 00
Alfred Lunt, Div. 877, B. of R. T. ....	1 00
C. S. McKay, Div. 119, B. of L. E. ....	1 00

\$4657 25

#### MISCELLANEOUS.

Two quilts from Lodge 883, L. S. to B. of L. F. & E., Denison, Tex.  
One quilt from Div. 314, G. I. A. to B. of L. E., El Paso, Tex.  
One quilt from Lodge 188, L. S. to B. of L. F. & E., Alexandria, La.

Respectfully submitted.

JOHN O'KEEFE, Sec.-Treas. and Manager,  
Railroad Men's Home.



## Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible, but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, **MRS. M. E. CASSELL**, 1494 Alameda avenue, Cleveland, Ohio.

Matter for the Grand President, address to **MRS. W. A. MURDOCK**, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, **MRS. EFFIE E. MERRILL**, 3331 Fulton street, Chicago, Ill.

For the Secretary and Treasurer of Insurance, **MRS. JENNIE E. BOOMER**, 1627 Sherwin avenue, North Side, Chicago, Ill.

### To the Dying Year

Good-by, Old Year! I grieve to see you go  
For you've been kind to me in many ways; and so  
I say good-by, with sad and heavy heart,  
As when from dearest friend I'm forced to part.

Good-by, Old Year! You'll be remembered long,  
And kept in mind, in story and in song,  
You've history made—such as was never written—  
'Bout Russia, France, the Germans and Great Britain.

Good-by, Old Year! If you could come again  
And once more mold the destinies of men—  
Some new plans you, no doubt, would have in mind  
For many whom you now must leave behind.

Good-by, Old Year! Your memory I will hold  
As the miser hoards his treasures and his gold.  
And may the New Year, whose footsteps follow  
thine,

Bring health, good will and happiness to all mankind.

—CHAS. S. BINNS.

### Merry Christmas

Merry Christmas, merry Christmas,  
Mercy, how the moments fly;  
December comes to bring the tidings:  
"Another Christmas day is nigh."

To those who have passed beyond the happy days of childhood, a year seems but a day so swiftly does it glide in passing, and we approach the month of December with the thought, "Is it possible that Christmas is almost here?" Then we begin to hustle for the best holiday of the year.

To children the years seem long from one Christmas to another and they look forward for months to the celebration of this happy season. By general consent, Christmas is a merry day. Mirth is in the air, and no person, no matter how surly, can help breathing it in. "Christmas is the only holiday of the year that brings the whole human family into common communion."

You cannot keep Christmas properly, "all by yourself," as the children say. You must keep it with all the world. The surest way to enjoy the happy day is to make others happy. If you don't believe it, try it and see.

Have you ever looked at a company of children assembled round a Christmas tree, without your thoughts being drawn by a fascination which you do not care to resist to your own childhood; and while you do your best to make the children in your home happy at this time, to you it is possibly the saddest of the year. Memories come crowding round you of the loved ones who used to share with you the pleasures of the home on Christmas day, and have been called away from earth, leaving a vacancy in your heart and home that can never be filled, and yet as we watch the happy children now, we hide our own heartache as best we may and help them celebrate. We must cast no shadow upon their happiness, for, as our own childhood is now a thing of the past, and sorrows and trials incident to life have crowded fast upon us, this, in turn, will be the experience of these happy children when they shall have passed into middle age.

So, remembering your own childhood



as you witness the pleasure of the little ones gazing at the tree, looking up into the brightness of its top, you will look into your youngest Christmas recollections. Toys at first you find; then books, oh! such wonderful books, beginning with the alphabet book with its fat black letters, "A was an archer, and shot at a frog." Of course he was. "A" was a good many things in his time, as was also each letter clear down to X, Y & Z. A few more years and we see other books, "Anderson's Fairy Tales," "Jack and the Bean-stalk," "Robinson Crusoe," "Little Red Riding Hood," and in a few more years we discovered on this tree of knowledge "The Arabian Knights," "The Elsie Dinsmore" books, and after a few years we step into young manhood and womanhood, and the tree for us changes color. After a few more years we find ourselves in front of this tree which we have so lovingly prepared for the children of today, and looking up into its branches our older eyes do not see the toys, books and presents which the children see, but in the words of Dickens we see "An angel speaking to a group of shepherds in a field; some travelers with eyes uplifted, following a star; a baby in a manger, a child in a spacious temple, talking with grave men; a solemn figure with a mild and beautiful face, raising a dead girl by the hand; again near a city gate, calling back to life the son of a widow. The same in a tempest, walking on the waters, again with a child upon his knee and other children around. Again restoring sight to the blind, speech to the dumb, hearing to the deaf, health to the sick, strength to the lame, knowledge to the ignorant.

"Again dying on the cross, watched by armed soldiers, darkness coming on, the earth beginning to shake, and only one voice heard: 'Forgive them, for they know not what they do.'"

Encircled by the social thoughts of a Christmas time, still let the Christ figure of my childhood stand unchanged! In every cheerful image and suggestion that the season brings may the bright star that rested above the poor roof be the star of all the Christian World!

A moment's pause, O vanishing tree,

of which the lower boughs are dark to me yet, and let me look once more.

I know there are blank spaces on the branches, where eyes that I have loved have shone and smiled, from which they are departed. But, far above, I see the Raiser of the dead girl and the widow's son—and God is good.

Even though wars are raging and a spirit of unrest is everywhere, let us ring the Christmas chimes and sing as we never sang before, "Peace on earth, good will toward men," and *pray for peace*. With this thought in my heart I send greeting to our people and wish for all B. of L. E. families a Merry, Merry Christmas. MARY E. CASSELL.

### Start the Day Right

Start the day right—especially when the weather is trying upon one's nerves. Start it by being in a good humor—by refusing to be annoyed. Don't get excited about anything; there is really nothing exciting early in the morning. Make the most of everything about you—and determine in your own mind that come what may you are going to accept it without complaint, and there will be little cause for complaint.

If we could start the day with a smile, there would be no trouble for us through the hours to follow. If we would refuse to become peeved, nothing would peeve us throughout the day. There is more in this thing of getting started right than the average man may suppose.

Ever notice a good engineer, how he starts the train? He sits there gazing up the track. He has oiled the engine, and caressed it a little, and gazed at it admiringly. He clasps the throttle with faith in it. But he doesn't jerk it, or pull it recklessly. He presses it slightly, some way, and the muscles in his arms contract gently, and the steam hisses a bit, and the great wheels start to turn as gently as if a child were turning them. They revolve a little faster, and a little faster, and the train is under full speed with never a jolt or jerk.

Well, that is exactly how we ought to start the day. We ought not to expect to get under full speed at the jump.

There should be no jolting, no jerking. The wheels ought to move slowly, gently, at the start, and we ought to work ourselves to full pressure as gradually as the engineer gets his train under way. Then we'll find a smooth track, and plenty of power, and we'll be able to bring the train into the shed at night with never an injury to a passenger and the machinery in good shape. —*Christian Herald*.

### Anniversary of Div. 362

Queen Alexandra Div. 362, St. Thomas, Ont., Canada, had the great pleasure of celebrating their eleventh anniversary and were pleased to have as their guests Sister Cassell, G. V. P. and editress, and Sister Garrett, Grand Guide, and members from the Divisions at London, Sarnia and Stratford.

The regular Division meeting was called at three p. m. with all officers and from 70 to 100 members present.

After the regular order of business and one new member was initiated, we were very much interested in a heart-to-heart talk from Sister Cassell on the Insurance question.

The President, Sister McDonald, on behalf of the Division presented Sisters Cassell and Garrett with a souvenir spoon as a token of good fellowship.

The meeting being over, the members spent the time in getting better acquainted with our visitors until 6:30, the time set for a banquet, which was spread in the auditorium of the Engineers' Hall, where the members of the B. of L. E. and their wives met to enjoy the chicken supper, which was prepared by the Sisters.

At the conclusion of the supper the Sisters and their guests repaired to the Division room and entered very heartily in a game of progressive euchre.

A table in the center of the room was reserved for a shower of Christmas things for the sons of members who have gone over seas to fight for their country. We have fourteen boys at the front, and quite a number of good things were given for their Christmas box.

The prizes for the euchre were won by Mr. D. Dillon for having the most lone hands, and for the highest number of

points Mrs. J. Gowling and Mr. Wm. Coulter.

Music and dancing were indulged in until after midnight, when all departed for home and expressed themselves as having enjoyed a very pleasant evening.

MRS. GEORGE BREWER, Sec.

### Silver Anniversary

The silver anniversary of Div. 109 was celebrated at Wilkes-Barre, Pa., on October 11, in the Grand Army hall, which was decorated for the occasion. Sister Gagon, President of Div. 109, was chairman of the day. We felt honored in having with us the Grand President, Sister Murdock, also Sister Reily, of Mauch Chunk, and Sisters Mateer and Buck, Grand Inspectors, from Philadelphia.

Representatives were present from 11 Divisions. An all-day session was held, and at the noon hour all adjourned to the Hotel Reddington, where a splendid dinner had been prepared.

At the afternoon session, ritual work was perfected under the guidance of Sister Murdock and the Inspectors.

For the evening session an elaborate program had been prepared. The opening address was made by the President, Sister Gagon, who told of the founding of the Order, 30 years ago, in the city of Chicago, by our Grand President, Sister Murdock. She then introduced the Grand President to the audience assembled in a very pleasing manner, showing the love and esteem in which she is held by our people. Sister Murdock is the only one in any organization in the United States who is the founder of an Order and retains its leadership during the 30 years of its existence. It is our desire that she may be spared to us as our Grand President for many years to come. People have wondered and asked over and over again how is it that she has held the good will of her Sisters all these years? The answer is this: As a woman in her home, and wherever duty calls her, she does unto others as she would have them do unto her, and that is why she is held in such high esteem by our people.

Sister Murdock's address was listened to with delight, she complimented Div.

109 and congratulated the members upon having reached the 25th milestone of their existence as an Auxiliary.

Six of the charter members were present, Sisters Gagion, Rice, Brennon, Cotton, Hilbert and Doughtry. The Division presented them with 25 pink carnations and a birthday cake.

Sister Gagion, the President, was presented with a basket of roses, and Sisters Conway and Doulin with bouquets for the faithful service given the Division. The next feature of the entertainment was a drill composing the crescent and star, in the midst of which six small girls appeared; one of them crowned the Grand President with a gold crown, and presented her with a nice sum of money for the Silver Anniversary Fund, while the other five presented the charter members with the flowers and birthday cake. The Grand Army Quartette, composed of veterans of the Civil War, sang for us, also the Boys' Glee Club, and both were greatly enjoyed.

The entire program was splendid, after which over 400 were served with refreshments. Our 25th anniversary will always be remembered with pleasure.

SECRETARY.

#### 'A Compliment to Our Editress

I am very sure that I voice the sentiments of the Auxiliaries as a whole when I say that all the efforts on the part of our Editress to supply us with something interesting to read in our section of the JOURNAL are highly appreciated. Besides the interesting letters from the wide-awake Auxiliaries which appear each month there are always side talk communications, and she always heralds the approach of the coming new season.

When we receive the JOURNAL the first thing that gladdens our eyes is the likeness of our beloved Grand President, Mrs. W. A. Murdock, whose cheerful face and expressive eyes always seem to say, "I'm keeping a watchful eye over you all."

Last month the articles on Thanksgiving were especially appropriate and interesting, although some of us, I mean like myself, had not thought Thanksgiving Day could be so near, especially down in

the South, where we are still having summer weather. As I read the first page the words of the poem of James Whitcomb Riley, "When the frost is on the pumpkin and the fodder's in the shock," I could almost smell the mince and pumpkin pies as they came from the oven.

Thanksgiving Day belongs to us. It originated with us, and as stated by W. B. Holden we are the only nation known of that has set apart a day on which to give thanks for the mercies and blessings received during the year that is almost past.

Sisters, let us come forward and scatter a few roses for our officers who labor so untiringly for us and especially for Sister Cassell, who like the shy violet, shines so modestly in her place each month with her appropriate selections for the JOURNAL.

Again, feeling I represent the sentiment of the entire Auxiliaries, I want to say to Sister Cassell, "We thank you for this Thanksgiving page."

LILLIAN G. BLANKENSHIP,  
Cor. Sec. Div. 176.

#### Let Us be More Zealous

The dregs having been taken from the cups of a season of cotton-field experience, mingled with the gall of mosquito contagion which abounds in our fair State, I feel assured that the Sisters of Georgia will be brought to a greater realization of the necessity of launching into a greater sphere of work, the purpose of which will be to enroll a greater membership in the ranks of the G. I. A. This would enable us the better to cope with the sister States and draw unto ourselves the hearts of our leading and zealous workers in the cause for which we stand—a cause which holds out something more noble and inspiring than tongue or pen can express. Wives and daughters of Georgia, let us rally to the emblematic significance of a strong organization and come forward to unite for stronger ties of mind and heart, knowing that the time draweth nigh when we shall stand with one accord; then why not now?

The harvest is ripe; can we not go forth into the field to gather sheaves for a purpose that holds good for father, mother and children? This order, composed of the wives of the B. L. E. members, can be a power of strength to that order, and it is our duty to go forth and induce all wives to join us, and thus enlarge our capacity for usefulness. Let us wake up, sisters of the South, and become workers in the large field surrounding us.

MRS. R. F. HAYS.

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### Successful State Organization

On Oct. 6, representatives from all the Divisions in Georgia met in Atlanta with Dixie and Better Half Divisions to hold a school of instruction and organize a State Union.

Floor work was done by Divisions 21 and 135, and installation form by Sisters from different Divisions, Sister Fitzgerald acting as Marshal in a graceful manner. Had the Georgia Sisters been quitters we would not have formed the Union, for fate seemed against us. First of all the Grand Officers invited could not come. Sister Crittenden, of Knoxville, was detained on account of the death of her eldest son. We were deeply grieved to hear of her sorrow, as she is a true Sister to all G. I. A. members.

Another discouragement was the car strike that was on at this time. The city was full of signs reading, "I will walk, will you?" The delegates declared themselves to be good walkers, while the hall was reached in good season and a splendid day was spent.

We were sorry that all Georgia members were not present when the Union was organized.

COR. SEC.

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### Division News

THE Division at Nashville, Tenn. recently had the pleasure of entertaining Sister Surca of Howell Ind., who came to the Division as Inspector. During her stay in the city she was the guest of many social functions. Sister Alsop entertained with a beautifully appointed noon-day luncheon, and this was followed with an auto party given by Mrs. Tom Wean,

visiting places of interest around the city. Mrs. Virgie Hewett entertained with a six o'clock dinner of elaborate planning and this was followed by a box party at the Orpheum. The following day Div. 532 assembled in Odd Fellows Hall and extended fraternal greetings to Sister Surca, who proceeded to inspect the Division.

At two o'clock a banquet and round table talks were enjoyed at Jungerman & Rust's. Mrs. Haddox entertained with a six o'clock dinner and the following day the Inspector left for Cincinnati, where she was to inspect other Divisions.

C. M. H.

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DIVISION 552, Indianapolis, Ind., had the pleasure of their first inspection on Oct. 21, with Sister Surca, of Howell, Ind., superintending the work. She seemed to be well pleased with us in every way and gave us good marks, which was encouraging to the Division. A four-course luncheon was served at noon and a theater party was enjoyed in the evening, with Sister Surca as honor guest. In behalf of the Division the President, Sister McHall, presented the Inspector with a token of our esteem. We hope to have her again. The month of October was a social one to our members. On the night of Halloween, Brother and Sister Sefton entertained the Division with a mask party at their lovely country home. We went in a large truck and a great number went in their own machines, so it was quite a parade. A fine lunch was served, including pumpkin pie and cider. Some of our Sisters made the rooms ring with music, and it was almost the first of November before we took our departure, thanking our host and hostess for a very pleasant evening. May I add that we all enjoyed the good talk of Sister Cassell at the Indiana State meeting. We were happy to meet her. A SISTER OF 552.

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DIVISION 414, of Auburn Park, near Chicago, wishes to make its bow to its sister Divisions and tell of its good times.

It is nearly nine years since we organized, and we have been going forward steadily, gaining in numbers each year,

and our members are very faithful. This Division ranks among the first in charity work. Our hand is ever open to a Sister. We have been especially active during the past year under the leadership of our President, Sister Combs. The entertainment and sewing committee has worked hard looking after the social side of affairs.

We are now looking forward to our inspection, with Sister Murdock as inspector. On Oct. 30 we had a harvest party, which was a grand success. We were honored by the presence of our Grand President and Grand Secretary, and many Sisters from neighboring Divisions. We appreciated the playing of the Illinois Central band, who kindly donated their services and gave us such splendid music. During the evening we had a souvenir march, led by Sisters Murdock and Merrill, each person receiving a cap and whistle.

Some noise afterwards, you may be sure. Will tell the rest at some future time, for Div. 414 will have many more social gatherings. A MEMBER.

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SASKATCHEWAN DIVISION 365, Moose Jaw, Canada, has not been heard from for some time. We want our JOURNAL readers to know that we are very much alive. The past few months have indeed been busy ones in our Division.

The meetings as a rule are fairly well attended, and there is a splendid feeling of good fellowship among the members, which is due largely to our success.

We endeavor to carry out the principles of charity, and have made an effort to be generous with all appeals. Never before has there been greater demands made upon us for help. Never before in all the history of the world has there been a year so full of sorrow. Never has there been so many aching hearts, nor so much distress.

We have had numerous social affairs during the past few months.

It is not my intention to weary the JOURNAL readers by describing all of them. A series of teas held in the homes of different members brought us in the sum of \$31.00. This amount was handed over to the Red Cross Society.

A sale of home-made cooking, which

we held in one of our down-town stores, also brought in a nice sum of money, a percentage of which was given to the patriotic fund. Then we have been knitting for the boys in the trenches, meeting once a week in the homes of the different members of the Division, each member paying ten cents a week. This money is devoted to the relief fund.

Last month we had a visit from A. G. V. P. Sister Mains for the purpose of inspection, who gave us her help and criticisms in her own pleasing way. Her address to us in the evening was of a very helpful nature, having many good points about it which I trust we shall remember. At the close of the evening the members repaired to a near-by tea room where an excellent banquet was partaken of.

A hearty vote of thanks proposed by our vice-president and voiced by all the members present was tendered to Mrs. Mains. In a few well chosen words Mrs. Mains made a fitting reply. We all felt that it was good to be a member of the G. I. A.

These visits are an inspiration and wish we might have more of them. Just to know our Grand Officers helps to bring us nearer together and to make us brighter and better members. We are looking forward to the coming year to do everything we can for the general good and uplift of our Order, and to more effectually promote fraternal love.

ANNIE BEDFORD.

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MISSOURI PRIMROSE DIVISION 465, Springfield, Mo., now has a membership of twenty-two active workers who have, after paying for all supplies, regalia and other incidental expenses, a surplus in the treasury.

On November 3rd at an all-day meeting the Division was inspected by Sister Ruggles, Grand Organizer. The morning was taken up with the regular routine of work inspecting books, regalia, etc., and answering questions.

After luncheon, upon returning to the Division room each member received a carnation, the gift of a Brother of Division 378, B. of L. E.

Ritual work, which occupied the greater part of the afternoon, was witnessed by

a number of visitors from Springfield Division 84 and Monett Division 223.

Just before closing the President, Sister McIlvin, presented Sister Ruggles with a silver bread tray as a token of love and esteem.

At the close of the work refreshments were served. MRS. J. W. WELCH.

### Division News

DIVISION 409, at Asheville, N. C., has been having quite a round of social festivities this fall.

On the evening of September 19, our Chaplain, Sister P. C. Robey, entertained members and friends of Div. 409 with a stork shower in honor of one of the Sisters. A large number of Sisters enjoyed Sister Robey's hospitality, and the presents were numerous and pretty. Delicious refreshments were served.

Our Vice-President, Sister T. B. C. Knight, entertained on the evening of September 21, at her home on Biltmore avenue, in honor of Sister P. J. Spillane, of Div. 159, of Memphis, Tenn., who was the guest of Sister W. H. McLean and Sister Knight. A pleasant evening was spent. The guest prize presented to Sister Spillane was a pretty sandwich basket made by the native mountaineers. Ice-cream and cake were served.

On October 5, Sister J. M. Dougherty invited the Sisters to her home to enjoy a banquet served to the winning side in the contest for attendance. Sister Dougherty was the captain of the losing side. Almost every member of Div. 409 was present, and one of the most pleasant afternoons of the year was spent. At the close of the banquet a large hamper was brought into the parlor, and Sister P. C. Robey, on behalf of the members of Div. 409, presented to Mrs. Wilbur Morris the contents of the hamper. Mrs. Morris is Sister Dougherty's only daughter, and had gone to housekeeping a few days before this occasion. The hamper was filled with useful and pretty things for the kitchen, as well as towels, vases, etc.

October 20 was inspection day for Div. 409, with Sister J. E. McDaniel, of Columbia, S. C., as Inspector. We are glad to be able to say that we did good work,

and Sister McDaniel gave us 98 per cent. On the evening of the 20th a reception and banquet was held at Masonic Temple, to which all the Brothers and their wives were invited, as well as members of Spencer Div. 363. The tables were arranged in the shape of a crescent and star, the speakers being seated at the table representing the star. A salad course with ice-cream, cake and coffee was served. Covers were laid for 75. Sister T. B. C. Knight acted as toastmaster, and many brilliant talks were made. The program was as follows:

Invocation—Bro. W. W. DeVault.

Welcome—Sister H. D. Ballard, President of Div. 409.

Response—Bro. J. M. Dougherty, Chief of Div. 267.

The G. I. A.—Sister J. R. Crittenden, Assistant Grand Vice-President of the G. I. A.

The Brotherhood and the G. I. A.—Bro. J. H. Sullivan, Chairman of the local committee.

Fraternalism—Sister D. A. Beaver, of Div. 363, of Spencer.

From the Inspector's Point of View—Sister J. E. McDaniel, of Columbia, S. C.

Several other short talks were made. After the banquet a general good time was had. Dunn's Orchestra furnished the music, and those who wished danced. Special cars took the guests to their homes, and the occasion will long be remembered as the best ever given by Division 409. A MEMBER.

DIVISION 193, Youngstown, Ohio, celebrated its first anniversary on Oct. 18 in a very befitting manner. Officers and members to the number of 25 from Div. 65, Cleveland, were present. A banquet for the visiting Sisters was served at the noon hour, after which all Sisters went to the Division room, where the meeting was called to order by the President, Sister Day. By request, the visiting Division took the chairs and did all the floor work for the benefit of Div. 193. This was beautifully done, especially the form of initiation, at which time four members were added to our ranks. An interesting feature of the occasion was the presentation of a beautiful bouquet of

roses to Div. 193 from Div. 65 in honor of her first birthday. All departed wishing Div. 193 many more happy birthdays. Committee in charge of the day was Mrs. W. P. Hawk, Mrs. P. J. Kane and Mrs. Will Reese.

SEC. OF DIV. 193.

ANOTHER inspection of Division 190, Waterloo, Iowa, has passed. Sister Kinch was our inspector. We all enjoyed our day and work. Perfect is a high mark to reach, but few attain it. We were delighted to receive 98 per cent, and know we would have been given 100 per cent gladly, if deserving. Sister Kinch holds a warm place in our hearts, and we hope to have many more joyful times together.

Our President, Sister Parker, presented her with a five-dollar gold piece. Sister A. E. Smith, President of Division 113, was a visitor and expressed herself as highly pleased with our work. Many of our officers were new this year and deserve great praise. At our last meeting in October we had a picnic supper, and the high cost of living was forgotten in a spread.

The first of the year a committee was appointed for each month to make money. The Larkin plan was most used. All worked cheerfully and a well-filled treasury is the result.

Harmony should be the watchword in all Divisions, and at the close of this year let our failings go, and let us resolve with the beginning of the new year to cheer our officers with our presence at the meetings. Bear in mind other societies to which you may belong can gain strength by taking in members from all walks in life, but the G. I. A. is strictly our own and may prosperity be ever with it. MRS. J. F. MULKERN.

DIVISION 475, Schreiber, Ontario, Can., enjoyed a very pleasant social evening on Wednesday, Oct. 4, 1916, at the home of Sister I. Arnot, in honor of our A. G. V. P. and organizer, Sister J. M. Mains, of Toronto, Can., who was visiting us for the usual inspection.

Progressive euchre was the game of the evening, and after several games had been played and the prizes awarded, the

hostess served a very dainty lunch, which brought our evening to a close.

The following afternoon a meeting was called for 1:30 o'clock for inspection and instruction, to which a good number of members responded, as a visit from Sister Mains is always appreciated. The only regret is that she cannot be with us more often and enable us to perfect ourselves in ritual and floor-work.

After a very interesting talk on the good work of our noble Order, our President, Sister Bailey, presented Sister Mains with a check in behalf of the Division, and we closed with our penny drill, which helped greatly to swell our flower fund.

Afterwards we repaired to the Y. M. C. A., where a splendid lunch had been arranged for by our President, which all seemed to thoroughly enjoy. The good-bys and well-wishes for a safe journey being said, our very pleasant and interesting afternoon was brought to a close.

ACTING SEC. DIV. 475.

J. D. BEECHER DIV. 187, Austin, Minn., was inspected at the last regular meeting by Mrs. J. F. Collins, Grand Sentinel, of St. Paul. The meeting was called to order at 2:15. Mrs. Collins was waiting and escorted into the lodge room in proper form. Under the efficient leadership of the President, Mrs. S. E. Pettingill, the entire ritualistic work was gone through. Each officer and member seemed at her best, and the work was done in a very creditable manner.

Mrs. Collins gave some very good suggestions and of course some corrections, which were noted for future reference; also complimented the Division on the interest shown by officers and members in the work.

After the close of the meeting, a six o'clock dinner was served in the dining room, to which all did justice. At this time Mrs. Pettingill presented Mrs. Collins with a beautiful cream ladle. The Sisters enjoyed having Mrs. Collins with them, and hope she may come again.

A UNION meeting of the Eastern Circuit will be held with Div. 112, on Dec. 28, in

Davis Hall, 3930 Lancaster avenue, Philadelphia, Pa. Meeting to open at one o'clock sharp. A cordial invitation is extended to all members of the G. I. A. to meet with us upon this occasion.

SECRETARY.

PRIDE OF CHATTANOOGA DIV. 176 held an all-day meeting at their hall on Wednesday, Oct. 11, in honor of Sister J. R. Crittenden, of Knoxville, Tenn., our inspector.

This inspection had been looked forward to with a great deal of pleasure by the members, as all the officers and members had been very diligent in their work of preparing for this occasion, and great preparations are always made for Sister Crittenden, as she is a great favorite with this Auxiliary. However, this time she had suffered a recent bereavement in her family, and could only spend one day with us, and this day was spent in inspecting the work for the past two years. Brother Hetzler was very kind in offering his car for the use of the inspector while here, and she was escorted to and from the hall by Sister W. T. Carey, one of our past Presidents and our present Insurance Secretary.

After the work was over late in the afternoon Sister Crittenden complimented the President, Sister Hetzler, very highly on the work of her officers, making each officer feel an inch or two taller. She stated that the work of the officers was good and the work of the team was very meritorious. She complimented very highly the work of our Guide, Sister Burnett, stating her work was most excellent. Sister Moore, our drill master, also came in for some commendation for the manner in which she had drilled the team to put on the work. Our Secretary, Sister McCullough, was complimented for the good condition in which her books were found, and the clear, concise manner in which she had kept the minutes of the meetings, and stated the Auxiliary, as a whole, would score a high mark on their inspection sheet. This pleased the members immensely and they were loud in their applause, and a rising vote of thanks was given to Sister Crittenden. As she was compelled to return home that day,

late in the afternoon, she was escorted to the train by a party of ladies. Sister Crittenden is always received by our Auxiliary and given the grand honors due a Grand Officer when she comes on her inspection trips and this always seems to please her.

The letters from the Sisters show they are wide awake and busy, and most of them report good suppers given to the Brotherhood, showing they know how to look out for the inner man, and we feel sure each Auxiliary is taking proper care of "their Brotherhood" on that score, for there is nothing better than a good supper for the men at the throttle when their eyes are off the rail.

Election is almost here for Div. 176, but our last year's officers were so good that—but I must close and give some of the other Sisters room in our section.

COR. SECRETARY.

DIVISION 21, Atlanta, Ga., was inspected in October by Sister Schmitt, of Birmingham. Sisters Avery and Beezer came with her, and we also had with us Sister Weekly, a Past Grand Officer. It was an ideal day, and comfort demanded open windows. At this inspection there was not a dummy used, for we had a real candidate and a member to bring in on transfer. The usual order of business was followed to the satisfaction of all, after which dinner was served and the entire day was full of pleasure.

Some of our members could not be with us on account of illness in their families, which reminds us that we must have both sunshine and rain. As I write this, seated on the front porch, I can turn and see those same myrtles that I told you about in July, and now they are gorgeous in their dress of gold and crimson leaves, which shows that the season is changing, even though the day is warm and beautiful.

COR. SEC. DIV. 21.

DIVISION 147, Ashtabula, Ohio, had the pleasure of an official visit from our beloved Sister Cassell, at the regular meeting on November 2nd.

We had a most delightful session, Sister Cassell coming to us as inspector. She expressed herself as being well pleased



with the way in which we did our work, and gave us an interesting talk on the Silver Anniversary Fund and Insurance, and many of her hearers were more favorably impressed upon these subjects than they had ever been before. Our Division will long remember this visit from Sister Cassell; the inspection meant good for us, in that it stimulated us to greater activity in the work.

This Division was organized some years ago by Sister Cassell, and it pleased her to find it in such a flourishing condition.

Several members came over from Conneaut to be with us for the afternoon. We were pleased to greet them, for the members of this neighboring Division are always welcome. At the close of the meeting, Sister Redmond, our President, in behalf of the Division, presented Sister Cassell with a gift of gold as a remembrance of her visit, after which a splendid supper was served in the dining room of the hall by a committee of Sisters.

After a social hour spent together our G. V. P. left for her home in Cleveland, taking with her the love and best wishes of every Sister present.

PRESIDENT OF DIV. 147.

### G. I. A. Voluntary Relief Association

CHICAGO, ILL., Dec. 1, 1916.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than Nov. 30, 1916.

#### SERIES A

##### ASSESSMENT No. 220A

San Francisco, Cal., Oct. 1, 1916, of cancer, Sister Harriet M. Gilmore, of Div. 106, aged 76 years. Carried one certificate, dated July, 1893, payable to Mrs. Leland Stanford, Div. 106.

##### ASSESSMENT No. 221A

Toronto, Canada, Oct. 4, 1916, of arterio sclerosis, Sister Elizabeth Neilson, of Div. 368, aged 66 years. Carried two certificates, dated Jan., 1896, July, 1900, payable to John Neilson, husband.

##### ASSESSMENT No. 222A

New York City, Oct. 15, 1916, of nephritis, Sister Mary Cafferty, of Div. 234, aged 61 years. Carried two certificates, dated Jan., 1896, payable to Darwin Cafferty, husband.

##### ASSESSMENT No. 223A

Sacramento, Cal., Oct. 16, 1916, of myxodema, Sister Lillie R. Trott, of Div. 180, aged 80 years. Carried two certificates, dated Oct., 1897, payable to Chas. Trott, husband; Edgar, Byron and Grace Trott, children.

##### ASSESSMENT No. 224A

Woodsville, N. H., Oct. 17, 1916, of cancer, Sister Kate Burkett, of Div. 361, aged 52 years. Carried one certificate, dated Jan., 1910, payable to Joseph Burkett, husband.

##### ASSESSMENT No. 225A

Muskogee, Okla., Oct. 20, 1916, of dilatation of heart following operation, Sister Kate Stuart, of Div. 336, aged 46 years. Carried one certificate, dated July, 1915, payable to John E. Stuart, husband.

##### ASSESSMENT No. 226A

Philadelphia, Pa., Oct. 25, 1916, of pneumonia, Sister Sarah Armstrong, of Div. 112, aged 61 years. Carried one certificate, dated Feb., 1900, payable to Paul Armstrong and Bessie Kirk, son and daughter.

##### ASSESSMENT No. 227A

Chicago, Ill., Oct. 31, 1916, of uræmic poisoning, Sister Rosalie Thorp, of Div. 1, aged 53 years. Carried two certificates, dated Sept., 1899, payable to W. H. Thorp, husband.

##### ASSESSMENT No. 228A

Los Angeles, Cal., Nov. 1, 1916, of cancer, Sister Alice L. Thayer, of Div. 392, aged 48 years. Carried two certificates, dated Sept., 1907, payable to Lillie Woodside, sister.

##### ASSESSMENT No. 229A

Toledo, O., Nov. 2, 1916, of cerebral hemorrhage, Sister Angeline Watson, of Div. 57, aged 69 years. Carried one certificate, dated Jan., 1897, payable to Chas. and Fred Watson, sons; and May Miller and Ethel Myers, daughters.

##### ASSESSMENT No. 230A

Little Rock, Ark., Nov. 3, 1916, of nephritis, Sister Jennie E. Perry, of Div. 37, aged 46 years. Carried two certificates, dated Aug., 1908, payable to William S. Perry, husband.

##### ASSESSMENT No. 231A

Port Jervis, N. J., Nov. 7, 1916, of complication of diseases of heart and liver, Sister Catherine Duley, of Div. 66, aged 72 years. Carried two certificates, dated Feb., 1891, Feb., 1896, payable to Eva Duley, Mrs. Laura Reagan, daughters; Rose M. Weber, sister.

Members will pay their Insurance Secretaries on or before Dec. 31, 1916, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 205 and 206A—11,565 in the first class, and 6,084 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.

1627 Sherwin avenue, Chicago, Ill.

# Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

## Questions and Answers

BY T. F. LYONS

### THE EFFECT OF LOADS AND EMPTIES IN THE BRAKING OF A TRAIN

**Q.** We hear a great deal nowadays about safety first, and I would like to ask a question in regard to the making up of a train of loads and empties: Is it safer to brake a train of this kind with the loads ahead or at the rear? L. B. C.

**A.** It would matter not whether the loads were in the forward or rear portion of the train if the braking power was the same on all cars, which, however, is not the case, as we may find as great as 50 per cent difference in the braking power of the loaded and empty cars.

Where the loads are at the rear there is a tendency for the train to buckle each time the brakes are applied; whereas, with the loads in the forward portion of the train there is a tendency for the train to pull apart each time the brake is applied.

Now of the two evils, in choosing the lesser, it may be said that there is less danger where the loads are ahead of the empties, as the parting of a train is in no way as dangerous as where the train buckles.

Where a train is made up with the loads at the head end, shortening the piston travel on the loaded cars and lengthening it on the empty cars, will bring about a more uniform brake power between the loads and empties, making the train much safer to handle in an application of the brake.

### EFFECT OF PISTON TRAVEL ON PERCENTAGE OF BRAKING POWER

**Q.** What will be the difference in percentage of braking power on two cars, one having 4-inch piston travel, the other having 10-inch travel, when a 10-pound brake-pipe reduction is made, using a 70-pound brake-pipe pressure?

L. B. C.

**A.** With a 4-inch travel, a 10-pound re-

duction will develop about 52 pounds pressure in the brake cylinder, or about 63 per cent brake power; while with a 10-inch piston travel, a 10-pound reduction will develop about 16 pounds pressure in the brake cylinder, or about 19 per cent brake power, making a difference of about 44 per cent braking power on the two cars.

The following table gives the equalization pressures and brake-pipe reductions necessary to obtain these pressures with different piston travel. A careful study of these figures will point out to you the importance of maintaining proper piston travel.

Piston Travel.	Equalization Pressure.	Brake-pipe Reduction.
4-inch	59 lbs.	11 lbs.
5 "	57 "	13 "
6 "	55 "	15 "
7 "	53 "	16 "
8 "	51 "	18 "
9 "	50 "	20 "
10 "	49 "	21 "
11 "	47 "	23 "
12 "	46 "	24 "

### CAUSE FOR SUDDEN CLOSING OF BRAKE-PIPE EXHAUST VALVE

**Q.** Will you kindly answer the following question: The other day while braking a train in a service application, and while the brake valve was still in service position, the brake-pipe exhaust closed suddenly for a time and again opened, and the brakes went on hard. Now will you please explain what defect in the brake valve will cause this action? A. N. Y.

**A.** If the brake-pipe exhaust valve closes while the preliminary exhaust port is open, that is, while the brake-valve handle is in service position, something must have reduced the brake-pipe pressure below that in chamber D and equalizing reservoir; this may be caused by the train parting, opening of an angle cock, hose bursting, but more than likely the trouble was due to the brakes having gone into quick action, the triple valves venting brake-pipe air, thus making a sudden reduction of brake-pipe pressure below the equalizing piston, causing it to seat the brake-pipe exhaust valve. From this it will be seen that the trouble was not due to any defect in the brake valve.

## CROSS-COMPOUND PUMP RUNS SLOW

Q. Here is a question I would like to have answered through the air-brake department of our JOURNAL: What will cause a Westinghouse cross-compound to run slow? Now, I am running an engine with the E-T equipment and cross-compound pump, and I have done everything I can think of, yet, when pumping up a train the pump will run slow. Our air-brake man in the roundhouse has changed the pump governor, examined the main valve packing rings, also made an examination of the steam and air exhaust pipes, and the air valves; strainer is open and free from dirt, oil pipes from the lubricator are free and open and pump gets the oil; there is no blow in the steam end, but nevertheless the pump runs slow, causing delay to trains, waiting for the pressure to pump up. Will you kindly give me any information that will enable me to overcome this trouble?

R. G. M.

A. In answering your question let us first state that the cross-compound pump, due to its construction, cannot be run as fast as the 9½ or 11-inch pump. Let us next consider what it is that causes the pistons to move. And the answer is the steam pressure; and, why don't the pistons move faster, and the answer is they would only for the work they have to do. Therefore, in trying to find an answer for your question it is these two points that have to be thought of. Now, let us take up the steam end first. It is assumed that the boiler carries 200 pounds and that this pressure is had at the time the train is being pumped up.

Now, if the steam pipe and steam throttle be of the proper size, and the steam throttle be wide open, we should get the proper pressure of steam at the pump governor; next, if the governor be in proper condition we will get practically boiler pressure in the steam chest of the pump, and if there be no leakage past the packing rings of the main valve of the pump or the steam pistons, we will get the power to move the pistons, that steam at this pressure will create; providing there be no obstruction in the exhaust passage from the pump to the atmosphere, as any obstruction will cause

a back pressure, resulting in a slower movement.

Then again, if the pump is not properly lubricated a greater amount of friction will be created and the tendency will be for a slower action. There is still another reason for the pump running slow, that may be charged to the steam end, and while it is not very likely to happen, yet it is possible, and that is where the by-pass grooves in the low pressure steam cylinder are partially stopped up, and the packing rings in the high pressure steam cylinder are leaking, the pump will run slow and may stop. Where this condition exists it will be indicated by the pump running lame. Next, let us consider the air end of the pump.

It is here that the power of the steam is converted into work in compressing the air. With a steam pressure of 200 pounds and the pump in proper working order the pistons should make from 130 to 140 single strokes per minute. Failure to do this may be caused by a partially stopped up strainer under the intermediate discharge valves, which is quite common; leakage by the intermediate or final discharge valves, leakage past the packing rings of the high-pressure air piston; discharge pipe from the pump partially stopped up; any of which will not only cause the pump to run slow but also to heat quickly.

There is still another reason for the pump to run slow when charging a train, and the fault is not in the pump, but is due to the method in which the brake valve is handled; and to make this clear, let us note the way the work is generally done. Before coupling to the train, the gauge will show 70 and 90, and when the train is cut in the black hand will drop back, then the brake-valve handle is moved to release position for a short time and returned to running position, which means that the train is to be charged through the feed valve.

Therefore, all the pump will have to do is to compress air as fast, and no faster, than it can pass through the feed valve. Now the opening through the feed valve depends on its condition and the pressure in the brake pipe. Where the supply valve piston is too loose a fit in its

bushing, or the regulating valve has not sufficient lift, or the passage by this valve partially closed with gum or dirt, a pressure will build up behind the piston, causing it to move and close, or partially close the opening to the brake pipe. Again, as the pressure builds up in the brake pipe, the tendency is for the diaphragm in the feed valve to move back, allowing the regulating valve to move toward its seat, thereby closing or partially closing the opening from the chamber back of the supply valve piston to the brake pipe; this will allow a pressure to form back of the piston, causing it to move the supply valve, closing or partially closing the port leading to the brake pipe. From this it will be seen that it is possible to have only a small opening through the feed valve to the brake pipe. Where this condition exists the pump will soon accumulate the maximum, or near the maximum main reservoir pressure, which will cause the steam valve in the pump governor to partially close off the steam, thereby causing the pump to run slow. It must be remembered that the direct duty of the pump is to maintain the main reservoir pressure, and where this pressure is maintained, even though the pump runs slow, and the train brakes are not charged as quickly as they should be, the fault is not in the pump but in the feed valve, which governs the flow of air to the brake pipe when the brake valve is in running position.

Frequently trains are delayed, waiting for the brakes to charge, and those investigating the cause of delay, noting the pump running slow, immediately arrive at the conclusion that the pump is at fault and it is so reported. While the true cause is, that the feed valve will not furnish the air to the brake pipe as fast as it is being compressed by the pump. This, of course, may be overcome by moving the handle of the brake valve to release position, creating a large and direct opening from the main reservoir to the brake pipe, which will allow the air to pass to the brake pipe as fast as it is compressed by the pump.

Have your roundhouse man test out the feed valve on your engine and your trouble will, no doubt, be overcome.

#### BRAKES SLOW TO RELEASE FOLLOWING AN EMERGENCY APPLICATION

**Q.** Will you please explain why brakes are more liable to stick and are slower in releasing, following an emergency application? **R. G. M.**

**A.** To secure the prompt release of all brakes on a train it is necessary to secure a quick rise of brake-pipe pressure above that in the auxiliary reservoir. And where the brakes apply in emergency from any cause, the auxiliary reservoirs and brake cylinders equalize at a higher pressure than in a service application; therefore, a higher brake-pipe pressure is necessary to move the triple valve to release position.

The principal reason, however, for brakes sticking after an emergency application is due to the great amount of air required to raise the brake-pipe pressure above that in the auxiliary reservoir, as where quick action occurs the brake-pipe pressure is dropped quite low or entirely depleted, and with a long train the main reservoir and brake pipe will equalize at a pressure much lower than that in the auxiliaries. The rate of rise in pressure now depends on the capacity of the air pump, and due to the large volume the brake pipe and main reservoir combined, the pressure will naturally rise slowly, and it is this slow rise in pressure that is responsible for brakes sticking and the slow release. Where the rise in pressure is slow, the air may leak past the triple piston packing ring into the auxiliary reservoir, keeping the pressure balanced on both sides of the piston; therefore the triple valve will remain in service lap position, holding the brake applied.

Whenever the brake-pipe pressure is reduced quite low, that is, where the automatic brake valve is placed in release position and the main reservoir and brake-pipe pressure equalize at a pressure below sixty pounds, it is good practice to allow the brake valve handle to remain in release position until a pressure of sixty pounds is obtained and then move the handle to lap position.

This will allow the maximum excess pressure to accumulate in the main reservoir. Then move the handle to release position for about 15 seconds, then return

to running position for about 10 seconds, and again to release position for 5 seconds, then back to running position.

Where the brake valve is handled in this manner the brakes on the longest trains will, as a rule, all release. However, there are times when by this or any other method, one or more brakes may not release. This may be caused by excessive friction of the triple piston and its slide valve, or by heavy leakage past the triple piston packing ring.

Now while brakes are liable to stick after an emergency application, it must be remembered that it is difficult to secure a release of all brakes following a light service application, made from a maximum brake-pipe pressure, and where a stop is made with a light application, it is good practice, after the train has stopped, to increase the reduction, making it all about 12 or 15 pounds, then handle the brake-valve handle as described above.

#### BRAKES APPLY IN EMERGENCY WHEN A SERVICE REDUCTION IS MADE

**Q.** Will you please let me know what are the most common causes for brakes applying in emergency when a service reduction is made? I am running an engine in passenger service and we have the same cars in our train every day and some days the brakes will work O K all the way over the road, while again at other times the brakes will jump into emergency when I make a service reduction. This trouble has been going on for some time and the foreman of our car department has put new triple valves on the cars, but this has not helped the matter any. My engine has the Westinghouse No. 6 E-T type of brake, and we carry 110 pounds brake-pipe pressure.

RUNNER.

**A.** In your question you did not state as to whether or not the distributing valve on your engine is equipped with a quick-action cap. However, as the engine is in passenger service, we will assume that this type of cap is used. Now where the triple valves on the cars in a train are in proper working order, and undesired emergency is obtained, it must be caused by the brake-pipe pressure being reduced too rapidly; that is, the brake-pipe pressure is being reduced at a greater rate than the auxiliary reservoir pressure is

able to reduce through the service port of the triple valves to the brake cylinders; therefore, a sufficient difference in pressure will be created between the brake pipe and auxiliary reservoir, which will cause the triple piston and its slide valve to move to emergency position. This then leads us to the question as to how the brake-pipe pressure may be reduced too rapidly through the service ports of the brake valve. The rate at which the brake-pipe pressure may be reduced depends largely on the rate at which the pressure above the equalizing piston in the automatic brake valve is being reduced; and as this pressure is reduced through the preliminary exhaust port when a service application of the brake is made, it follows that if this port becomes enlarged from any cause the equalizing piston may rise too quickly, causing a sudden opening of the brake-pipe exhaust port, which in turn will cause a sudden reduction of the brake-pipe pressure, thus causing undesired emergency. This is especially true when handling short trains. This same action will be obtained where leakage exists in the equalizing reservoir or its connection to the brake valve, or where this connection is wholly or partly stopped up.

To determine if this be the cause close the cut-out cock below the brake valve, next place the handle in service position and watch the black hand on the gauge. It should take from five to six seconds to reduce the pressure twenty pounds. If the time be shorter than this an examination should be made to locate the trouble, which may be found in the automatic brake-valve bracket, in the pipe connection between the brake valve and equalizing reservoir, or an enlarged preliminary exhaust port.

Where the distributing valve is equipped with a quick-action cap, the brakes will be affected in much the same manner as where a triple valve is used. When the trouble is thought to exist in the distributing valve it may sometimes be overcome by applying the independent brake before making an automatic application.

#### QUICK-ACTION TRIPLE VALVE

**Q.** While my engine was in the shop they applied a Westinghouse quick-action

triple valve on the tender and I would like to ask if you will explain the operation of this triple valve; also, why was a quick-action triple applied on the tender while the plain triple is still used for the driver brakes? A. G. S.

A. The operation of the quick-action triple valve is as follows: When air is admitted to the brake pipe it is free to enter the chamber in front of the triple piston and force it to release position, uncovering a small groove in the piston bushing which allows air from the brake-pipe side of the piston to feed through the groove to the slide valve chamber and on to the auxiliary reservoir. Air will continue to flow through this groove until the auxiliary and brake-pipe pressures are equal, and it is then we say the brake is fully charged.

When a gradual reduction of brake-pipe pressure is made, as in a service application of the brakes, the pressure being reduced on the brake-pipe side of the triple piston, auxiliary pressure will move the piston toward service position. The first movement of the piston closes the feed groove, thus closing communication between the auxiliary reservoir and brake pipe, thus preventing a back flow of air from the auxiliary into the brake pipe, and at the same time unseating the graduating valve, opening the service port in the slide valve. The continued movement of the piston will move the triple slide valve until the service port in the slide valve registers with the brake-cylinder port in the valve seat, thus creating a communication between the auxiliary reservoir and brake cylinder. Air will now flow to the brake cylinder until the pressure on the auxiliary side of the triple piston becomes slightly less than that in the brake pipe, when the piston will move back just far enough to seat the graduating valve, closing the service port, cutting off the flow of air to the brake cylinder. Any further reduction of brake-pipe pressure will again cause the piston to move and unseat the graduating valve, allowing a further flow of auxiliary air to the brake cylinder.

In this way each reduction of brake-pipe pressure will cause the triple piston and graduating valve to move and set the

brake harder, until the auxiliary reservoir and brake-cylinder pressures equalize; after which any further reduction of brake-pipe pressure will only be a waste of air that the pump will have to replace in order to release the brakes.

To release the brakes it is necessary to raise the pressure on the brake-pipe side of the triple piston above that on the auxiliary side, which may be done by moving the brake valve handle to release or running position. The brake may also be released by opening the auxiliary reservoir release valve, reducing the pressure in the auxiliary below that in the brake pipe. When the triple valve moves to release position the connection between the brake cylinder and auxiliary is closed; the feed groove is again opened, allowing brake-pipe air to flow past the triple piston to the auxiliary; and at the same time the brake-cylinder port is connected through a cavity in the face of the slide valve, with the exhaust port, permitting air in the brake cylinder to escape to the atmosphere, thus releasing the brake. When a heavy and sudden reduction in brake-pipe pressure is made the triple valve moves into emergency position. The pressure in the chamber in front of the triple piston reduces suddenly and the greater auxiliary reservoir pressure causes it to move rapidly to its extreme travel, moving the slide valve and graduating spring is compressed and the rim of the piston rests firmly against the cylinder cap gasket, thus preventing any possible leakage of auxiliary air past the triple piston into the brake pipe. When the slide valve is in emergency position the service port does not register with the brake cylinder port. The end of the slide valve uncovers a port in the slide valve seat which allows auxiliary reservoir air to pass into the chamber above the emergency piston, forcing this piston down and thus unseating the emergency valve. This allows the air in the small chamber above the brake-pipe check valve to escape to the brake cylinder; then brake-pipe air unseating the check valve will flow past the unseated emergency valve into the brake cylinder. This produces a local reduction in brake-pipe pressure,

which causes the next triple to operate in quick action, and so on throughout the train. At the same time a small port in the end of the slide valve registers with the brake-cylinder port in the valve seat, allowing auxiliary air to flow to the brake cylinder until the auxiliary and brake cylinder pressures equalize. The check valve will remain unseated until the brake-cylinder pressure is nearly equal to the brake-pipe pressure; the emergency valve will remain unseated until the auxiliary and brake-cylinder pressures equalize. To release the brakes following an emergency application, the brake-pipe pressure must be raised above that in the auxiliary reservoir. From the above it may be seen that the plain and quick-action triple valve work exactly the same in a service application, but in emergency the quick-action triple sets the brake quicker and gives a greater brake-cylinder pressure. Also, the quick-action triple sets the brake harder in emergency than in service application, owing to the emergency valve, piston and check valve operating to allow brake-pipe air to enter the brake cylinder and aid the auxiliary air in applying the brake. The plain triple sets the brake quicker in emergency than it does in service, owing to the use of larger ports; but the brakes do not set any harder, because it simply has auxiliary air to use in applying the brake in either service or emergency. As before stated, when a quick-action triple valve goes into emergency position, a sudden brake-pipe reduction is made near it when the emergency valve opens. This sudden reduction starts the next quick-action triple, and that starts the next, and so on throughout the train. It is for this reason that a quick-action triple is used on the tender, where it assists the automatic brake valve in securing the required sudden reduction of pressure at the triple valve on the first car in the train; therefore a plain triple valve may be used for the driver brakes.

#### INDEPENDENT BRAKE VALVE

Q. Will you please explain the difference in the operation of the straight air brake as used with the G-6 equipment and that used with the E-T? A. B. R.

A. That a clear understanding of the

answer to your question may be had, it will be necessary to give a brief description of the operation of both brakes. The straight air brake valve, as used with the G-6 equipment, has three pipe connections: one leading to the reducing valve, one to the straight air side of the double-throw check valve, the other to the exhaust. Main reservoir air, at a reduced pressure, comes to the brake valve through the reducing valve, and when the handle of the brake valve is moved to application position, the application valve is unseated, allowing air to flow past the valve and to the pipe leading to the locomotive brake cylinders.

In this position of the handle, the exhaust valve is closed so that no air can escape to the exhaust. If the handle is left in this position the brake-cylinder pressure will build up to 45 pounds—that being the pressure the reducing valve is set to—and no higher brake-cylinder pressure can be obtained with the straight air brake. To make a partial application of the brake, the handle is moved to application position until the desired brake-cylinder pressure is obtained, when it is moved to lap. In lap position both valves are closed, so no air can pass into the brake cylinders, or from the brake cylinders to the atmosphere. To release the brake, move the handle to release position. This allows the application valve to close and cut off the supply of air to the brake cylinders, and the exhaust valve is opened, allowing brake-cylinder air to escape to the atmosphere. A graduated release can be made with this brake valve when desired. To partially release the brake, move the handle to release position until the desired reduction of brake-cylinder pressure is made, and then move it to lap. From this it will be seen that, with this type of brake, air is admitted to and exhausted from the brake cylinders directly through the straight air brake valve.

The independent brake valve, used with the E-T equipment, does not deliver air direct to the brake cylinders, but admits it into and out of the application cylinder of the distributing valve. This operates the distributing valve and causes it to admit air to the locomotive brake cylinders when applying the brake and exhaust the

air from them in a release of the brake. The independent brake valve also controls the passage of air from the exhaust port of the distributing valve through the release pipe. There are five positions of the brake-valve handle, namely: release, running, lap, slow application, and quick application positions. The release position is used to release the locomotive brake when the automatic brake valve handle is in other than running position; or the equalizing slide valve, in the distributing valve, in other than release position. When in this position, air from the application cylinder of the distributing valve passes through the application cylinder pipe, and through the exhaust port in the independent brake valve to the atmosphere. The handle of the independent brake valve must be held in release position against the tension of the release spring; otherwise, the spring will automatically return the handle to running position. Running position of the independent brake valve is the position in which the handle should be carried at all times, except when it is being used to operate the distributing valve to apply or release the locomotive brake or to keep this brake applied. If carried in any other position the locomotive brake cannot be released by the automatic brake valve. When in this position a groove in the face of the rotary valve connects that part of the release pipe coming from the distributing valve to the part leading from the independent to the automatic brake valve; consequently, the air in the application cylinder and chamber of the distributing valve can pass through the release pipe to the independent brake valve, thence through the second portion of this pipe, and out to the atmosphere through the automatic brake valve, providing the latter is in running position. If the automatic brake valve is in running position and the locomotive brakes are being operated by the independent brake valve, they can be released by placing the handle of the independent brake valve in running position, as air from the application cylinder of the distributing valve can pass through the release pipe and automatic brake valve to the atmosphere, providing the equalizing slide valve is in

release position. In lap position, all ports in the rotary valve seat are blanked, which prevents air passing through the brake valve. With the handle in lap position, the locomotive brakes can be applied by means of the automatic brake valve by reducing brake-pipe pressure, but they can not be released through the automatic brake valve. When the handle is moved to slow application position, air from the reducing valve pipe passes through a small port in the brake valve to the application cylinder pipe and application cylinder of the distributing valve, thus applying the locomotive brakes slowly. If the handle is left in this position a pressure of 45 pounds will be obtained in the application cylinder and brake cylinders. This position of the brake valve is used when it is desired to apply the brake gradually and independently of the train brakes. To graduate the application of the locomotive brakes, the handle should be moved to slow application position until the desired pressure is obtained in the brake cylinders, when it should be returned to lap position.

The quick application position is used when it is desired to make a quick application of the locomotive brakes. The handle must be held in this position against the tension of the regulating spring. When in this position the rotary valve forms a direct connection between the reducing valve pipe and the application cylinder of the distributing valve. When air is admitted to the application cylinder through the independent brake valve, the application piston and its valves are the only parts of the distributing valve that move, as the equalizing piston and its valves take no part in an independent application of the brakes. When air is admitted to the application cylinder the application piston and its valves will be forced to application position; the exhaust valve closing the exhaust port and the application valve opening the application port, allowing main reservoir air to flow to the pipe leading to the brake cylinders on the locomotive, until the pressure on the brake cylinder side of the application piston slightly exceeds that in the application



cylinder, when the greater pressure on the brake cylinder side of the piston, assisted by the graduating spring, will force the piston back until the application valve closes the application port. This position of the distributing valve is known as independent lap position. When making a release of the brakes, the automatic brake valve in running position, the handle of the independent brake valve is moved to running position, when the air in the application cylinder and chamber will flow through the equalizing slide valve into the release pipe, and through this pipe and independent brake valve out to the atmosphere through the automatic brake valve.

The locomotive brakes may be released by the independent brake valve after they have been applied in service or emergency by the automatic brake valve, by moving the independent brake-valve handle to release position. This allows air in the application cylinder to escape through the application cylinder pipe and independent brake valve to the atmosphere. However, with the automatic brake valve in emergency position, when releasing the locomotive brakes through the independent brake valve it will be necessary to hold the handle in release position in order to prevent the brakes from reapplying; as, with the automatic brake valve in emergency position, main reservoir air will be supplied to the application cylinder through the blow-down timing port in the rotary valve in the automatic brake valve. When it is desired to graduate the release through the independent brake valve, the handle is moved to release or running position long enough to reduce the pressure in the application cylinder the desired amount, and then moved back to lap position.

Any reduction of application cylinder pressure will cause the application piston and its valves to move to release position; the exhaust valve opening the exhaust port allowing brake-cylinder air to escape to the atmosphere until

the pressure on the brake-cylinder side becomes slightly less than that in the application cylinder, when the piston and the exhaust valve will move back just far enough to close the exhaust port and retain the remaining pressure in the brake cylinders.

#### PUMP GOVERNOR

**Q.** The road with which I am connected recently purchased a lot of new engines, and among other new appliances on these engines is the E-T type brake. I would like to ask if you will explain the operation of the pump governor used with this equipment, as it is not the same type of governor used with our old style brake? Any information in regard to defects of the governor and the remedies will be greatly appreciated. L. M. R.

**A.** Your new engines are, no doubt, equipped with the S-F pump governor, as it is this type of governor that is generally furnished with the E-T equipment. A more clear understanding of the construction and operation of the governor may be had by showing a cut, to which we will refer when answering your question. Referring to diagram the names of the parts are as follows:

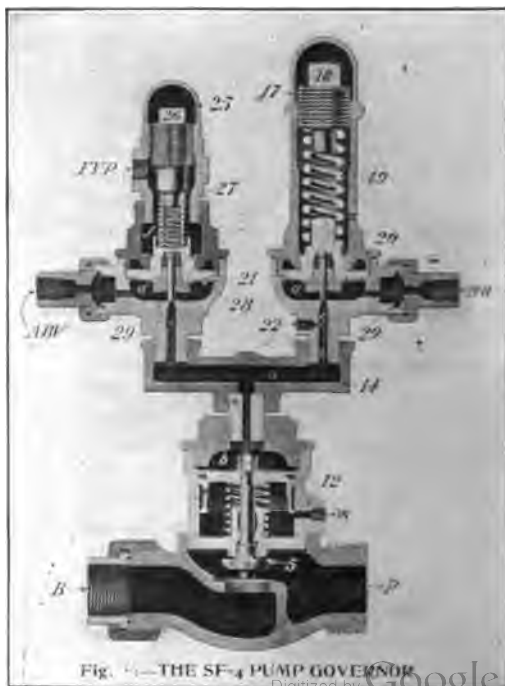


Fig. 1—THE S-F PUMP GOVERNOR

5. Steam valve.
6. Governor piston.
9. Governor piston spring.
12. Cylinder body.
14. Siamese fitting.
17. Cap nut.
18. Regulating nut.
19. Regulating spring.
20. Diaphragm.
21. Diaphragm rings.
- P. Pump.
22. Vent port.
25. Cap nut.
26. Regulating nut.
27. Regulating spring.
28. Diaphragm.
29. Strainer.
33. Pin valve.

FVP. Feed valve pipe connection.

ABV. Automatic brake valve connection.

MR. Main reservoir connection.

B. Boiler connection.

W. Waste pipe connection.

Steam from the boiler enters the governor at the connection B and passes the steam valve 5 to the connection P and on to the pump. Air from the main reservoir flows through the automatic brake valve, when the latter is in release, running or holding position, to the connection marked ABV and into chamber *d* below the diaphragm 28 of the excess pressure head. Air from the feed valve pipe enters at the connection marked FVP to chamber *f* above the diaphragm 28; this pressure assists the regulating spring 27 in holding the diaphragm down.

The regulating spring 27 is generally adjusted to 20 pounds; therefore, the diaphragm will be held down until the main reservoir pressure in chamber *d* slightly exceeds the combined air and spring pressure acting on top of the diaphragm, when it will be forced upward, unseating its pin valve, allowing air to flow to chamber *b* above the governor piston, forcing the latter downward, compressing its spring and closing the steam valve 5. When the main reservoir pressure in chamber *d* becomes reduced, the combined spring and air pressure above the diaphragm forces it down, seating its pin valve. The air that is

now above the governor piston will be free to escape through the vent port 22 and allow the governor piston spring, and steam pressure under valve 5, to raise it and the piston to the position shown, allowing steam to again flow to the pump. When the automatic brake valve handle is moved past holding position, the port in the rotary valve seat through which air flows to the chamber under diaphragm 28 is closed, thus cutting out the excess pressure top. The connection to the maximum pressure head, marked MR, is connected direct to the main reservoir pipe, therefore this top of the governor is cut in at all times. When the main reservoir pressure in chamber *a* exceeds the tension of adjusting spring 19, diaphragm 20 in the maximum pressure head will raise its pin valve and allow air to flow to chamber *b* above the governor piston, forcing it and the steam valve downward, shutting off the steam to the pump.

In caring for the governor the first thing to observe is that all pipes are open and free from dirt, all connections tight, and that the vent port and drain port are open. If, with the automatic brake valve in running position, the brake-pipe and main-reservoir pressures do not stand 20 pounds apart, would first learn if the maximum pressure head was properly adjusted, and if it were, would look for the trouble in the adjustment of the regulating spring in the excess pressure head. When adjusting the governor the automatic brake valve handle should be placed in running position for the excess pressure head, lap position for the maximum pressure head.

Where one or both of the pin valves are leaking it will cause a delay in the opening of the steam valve after the pin valve has seated; and if air leaks by faster than it can escape through the vent port, pressure will accumulate above the governor piston, forcing it downward, so as to wholly or partly close the steam valve. If the pin valve leaks it will be indicated by a constant blow of air at the vent port. The duty of vent port 22 is to allow the air to escape from chamber *b* above the governor piston when the pin valve closes so that the

pump will start promptly. If this port is stopped up, the air will have to leak past the packing ring of the governor piston, and out the drip port; how quickly it will do this depends on the fit of the packing ring; if the fit is at all close the steam valve will not open until some time after the pin valve closes.

Where steam is found blowing at the drip pipe, it indicates a worn steam valve stem, or bush. If the drain pipe becomes stopped up, and steam leaks by the stem of the steam valve, pressure will form under the governor piston and prevent it from moving down to close the steam valve; the pump will therefore continue working until the main reservoir pressure is about equal to boiler pressure. To overcome this trouble while on the road disconnect the drip pipe from the governor.

If the upper pipe to the excess pressure head breaks, the governor will stop the pump when the main reservoir pressure reaches about 40 pounds. To overcome this trouble, plug the broken pipe toward the feed valve and put a blind gasket in the pipe leading to the chamber below the diaphragm of the excess pressure head.

If the pipe leading to the chamber below diaphragm 28 breaks, plug the pipe toward the automatic brake valve. With one or both of these pipes broken, the maximum pressure head will have to control the pump. If the pipe leading to the maximum pressure head breaks, plug the end toward the main reservoir; where this condition exists the governor will have no control of the pump when the handle of the automatic brake valve is in lap, service, or emergency positions, therefore the action of the pump will have to be governed by throttling the steam to the pump.

#### RUNNING TEST

Q. Our air-brake book of rules requires all passenger engineers make a running test to the brake, following a standing test, and when approaching all hazardous points on the road, for the purpose of learning if the brakes are working. Now what I would like to ask is, how will an engineer handling a 100-car train know if he has all his brakes working?

What I am trying to get at is, how will you know if an angle cock has been turned or the brake pipe stopped with ice? Running tests with these long trains are, of course, out of the question, as an application of the brakes means a stop. And if we were to stop for all the railroad crossings and drawbridges on our road the 16-hour law would surely catch us. Any suggestions which you may make pertaining to this question will be greatly appreciated. L. G. M.

A. There are no means, at least none known to the writer, whereby the engineer can tell the number of brakes that are operating on any length of train. It is for this reason that standing tests are made, when the brake on each car must be inspected to learn if it is working. By making a running test, the engineer may determine the holding power of the brakes, and it is this which should govern in controlling the train. In the days of short trains it was possible to determine approximately the length of the brake pipe—not the number of operating brakes—by the length of the brake-pipe exhaust at the brake valve when making a service application of the brakes. But with the long trains, having heavy brake-pipe leakage, little or no exhaust is had at the brake valve. However, the exhaust should be the same when braking the train while on the road as when the terminal was made. By noting the action of the air pump, at a time when it is known that all angle cocks are open and the brake pipe free from obstruction, as following a terminal test, it is possible, in a general way, to learn if the brake pipe is open throughout; as any great change in the length of the brake pipe will make the work of the pump much less, allowing it to stop at times, due to the main reservoir being fully charged. Another way of learning if you have a short brake pipe is to move the automatic brake valve handle to release position, and note the hands on the air gauge. If the black hand moves up quickly to the red hand and the red hand not falling back any great amount, it would indicate a short brake pipe; but if the black hand rises slowly and the red hand drops back, it is fair to assume

that the brake pipe is open. However, whenever approaching a hazardous point, and in doubt as to the correctness of these suggestions, it may be best to make the running test, even though the train is brought to a standstill. This is Safety First.

#### DIFFERENCE IN OPERATION OF E-T AND L-T TYPE OF BRAKES

**Q.** Will you please explain the difference in operation of the distributing valve used with the E-T equipment and the control valve used with the L-T equipment? We have a number of engines with the E-T equipment, while others have the L-T; and I would like to know what difference, if any, in the two equipments.

R. G. L.

**A.** The principle of operation in both valves is the same in all automatic applications, but will differ in independent applications. When an independent application is made with the E-T type of brake, the distributing valve controls the flow of air to and from the brake cylinders. While with the L-T equipment the control valve takes no part in an independent application. The independent or straight air brake, as used with the L-T equipment, is much the same as the old straight air used with the New York B-1, or the Westinghouse G-6; that is, when the handle is moved to application position, main reservoir air, at a reduced pressure, passes through the independent brake valve direct to the brake cylinders. It may therefore be said that the straight air used with the L-T equipment is not only an independent engine brake but also independent of the automatic feature of this equipment.

#### MAIN-RESERVOIR AND BRAKE-PIPE PRESSURES EQUALIZE WITH BRAKE-VALVE HANDLE IN RUNNING POSITION

**Q.** Here is a question I would like to ask the JOURNAL, as the trouble has the roundhouse man and myself guessing. My engine is equipped with the E-T type of brake and here a short time ago I noticed that with the engine alone the brake-pipe and main-reservoir pressures would equalize, but would show the proper pressure when coupled to a train. This, of course, might be caused by light leakage past the automatic brake valve

or feed valve, but we have gone so far as to change both brake valve and feed valve, and still the trouble exists. Now, while this leakage does not affect the operation of the brakes, yet I would like very much to know how main reservoir pressure is getting into the brake pipe.

A. G. L.

**A.** In looking for an answer to your question, let us first learn where main-reservoir air can leak into the brake pipe; and we find that it may come past the automatic brake valve, feed valve or its case gasket, or through the pipe of the dead engine feature. Now, as you have satisfied yourself as to the leakage not existing in the brake valve or feed valve, it will no doubt be found in the dead engine feature.

For air to leak from the main reservoir to the brake pipe through the dead engine feature, the non-return check valve and cut-out cock must be leaking; or the non-return check valve may be leaking and the cut-out cock open. To determine if the leakage is here, place the handle of the automatic brake valve in lap position, then disconnect the dead engine pipe at the brake-pipe connection and note if air blows through; if it does, the check valve and cut-out cock are leaking.

#### DOUBLE-THROW CHECK VALVE

**Q.** Why is the double-throw check valve used with the L-T equipment and not with the E-T?

W. H. H.

**A.** The purpose of the double-throw check valve is to form a connection between the brake-cylinder pipe coming from the control valve and the brake-cylinder pipe coming from the independent brake valve with the pipe leading to the different brake cylinders on the locomotive.

When an automatic application is made, air coming from the control valve will form a pressure on the automatic side of the check valve and move it to automatic position, in which an opening is created from the control valve to the locomotive brake cylinders; while the opening to the independent brake valve is closed. When an independent application is made, air coming through the independent brake valve will force the double-throw check valve to straight air

position, closing the opening to the control valve, and at the same time allowing main reservoir air, at a reduced pressure, to pass to the locomotive brake cylinders. From this it will be seen that the air used in the brake cylinders with the L-T equipment comes from two different sources, namely, the control valve and independent brake valve; and through the double-throw check valve connected to one common pipe leading to the locomotive brake cylinders. With the E-T equipment, the air that goes to the brake cylinders in both automatic and independent applications comes through the distributing valve and passes to the brake cylinders through one pipe. Therefore, the double-throw check valve is not required with this equipment.

#### THE E-T BRAKE FAILS TO APPLY

Q. Please answer through the JOURNAL the following: My engine is equipped with the E-T type of brake, and before leaving the roundhouse was tested and found in good condition. When coupled to train and air was cut in, the distributing valve made a loud rumbling noise, and I had no brake on engine or tank for about forty miles. I made three stops and the engine brake did not apply, but when making the fourth stop the brake was O. K. without me doing anything to make it so. Where was the trouble? J. G. M.

A. The rumbling noise made by the distributing valve when the air was cut into the train is a new one to the writer. However, it may be accounted for in the following: Assuming that the distributing valve was equipped with a quick-action cap, and that the pressure chamber was fully charged at the time the air was cut into train. Again, assuming that a sudden reduction was made in the brake-pipe pressure at the time the angle cock was opened. This would cause the equalizing piston in the distributing valve to move to emergency position, moving the emergency valve in the quick-action cap, opening the emergency port, allowing brake-pipe air to flow to the locomotive brake cylinders. Now, if from any cause the application piston and its valves were stuck in release position, the only air going to the brake cylinders would be that coming through the emer-

gency port from the brake pipe, and this may have caused a chattering of the check valve on its seat, due to the varying of brake-pipe pressure at this time. There are several reasons why the brake may fail to apply, such as pressure chamber not charged, due to stopped-up feed groove; leakage past the equalizing piston, due to its packing ring being stuck in the piston groove; leakage past the application piston, due to worn packing leather, or to obstruction in the main reservoir supply pipe, which is sometimes found in the strainer tee. The fact that the brake refused to apply at first, and later did apply, without any repairs being made, shows clearly that some obstruction either prevented the movement of the parts or the proper flow of air through the distributing valve, and when this obstruction disappeared the brake operated as intended.

#### EQUALIZING PISTON FAILS TO UNSEAT THE BRAKE-PIPE EXHAUST VALVE

Q. Had another engine with same kind of brake, met with an accident and broke off pipe between brake pipe and distributing valve. I plugged this pipe and thereafter could not use automatic brake valve in service position, and found it necessary to brake in emergency position. The equalizing reservoir and its pipe were O. K. but the equalizing piston would not rise when the brake-valve handle was moved to service position. Where was the trouble? J. G. M.

A. The breaking of the brake-pipe branch pipe to the distributing valve does not in any way affect the operation of the automatic brake valve. When this pipe breaks it should be plugged toward the main brake pipe. Where this is done the train brakes may be used as before, but the automatic service brake on the locomotive is lost.

However, when the automatic brake-valve handle is moved to emergency position the locomotive brake will apply, as now main reservoir air is free to flow through the blow-down timing port in the rotary valve and application cylinder pipe to the application cylinder and chamber, thus applying the brake. The locomotive brake may also be applied and released by use of the independent brake valve.

The equalizing piston failing to unseat the brake-pipe exhaust valve may be due to the piston being stuck in closed position, or to leakage of air into the chamber above the piston as fast or faster than it can be reduced through the preliminary exhaust port, the opening in which is but 1-16 inch. Where the leakage of air into the chamber above the equalizing piston is greater than the capacity of the preliminary exhaust port it will be indicated by the black hand on the large air gauge failing to drop when the automatic brake valve handle is moved to service position. Leakage of air into this chamber may come past the rotary valve, body gasket, or the equalizing piston. Where this condition exists it is well to try and tighten the bolts in the automatic brake valve, as the trouble may be overcome if the body gasket is at fault.

#### LOCOMOTIVE BRAKE CREEPING ON

**Q.** At the last meeting of our school of mechanical instruction we got into an argument as to how one should proceed in case of a broken feed valve pipe. It developed in the discussion that it would be necessary to plug the broken pipe toward the automatic brake valve and back off on the regulating nut of the feed valve. Then to charge the train, the automatic brake valve handle must be carried in release position. Now the point upon which we could not agree is, should the release pipe be disconnected so that the engine brake will not creep on, or can this trouble be overcome by opening the drain cock in the bottom of the distributing valve? Will you please set us right in the matter through the columns of the JOURNAL and oblige? J. T.

**A.** Where the condition exists as you have outlined, the release pipe should be disconnected between the independent and automatic brake valves; by so doing, the operation of the independent brake will not be interfered with. Opening the drain cock at the bottom of the distributing valve would simply cause a waste of main reservoir air each time the locomotive brakes are applied. This drain cock opens to a port that is connected to the brake cylinder port; therefore, any air coming through the drain cock would simply be the same in effect as brake cyl-

inder leakage. The purpose of disconnecting the release pipe is to allow any air leaking into the application cylinder and chamber to escape to the atmosphere, when the distributing valve is in release position. It is, no doubt, understood, that the opening of the release pipe to the atmosphere is closed by the rotary valve in the automatic brake valve when the handle is in release position.

#### NEW YORK AIR PUMP

**Q.** Will you please let me know how high main reservoir pressure may be had with a No. 5 New York pump having a broken final discharge valve? We carry 200 pounds steam pressure. R. M. B.

**A.** If absolute accuracy is required for an answer to your question, would suggest that a test be made with the pump you may have in mind, as the internal friction and other losses found in different air pumps may vary, as well as the wire-drawing of the steam between the boiler and pump, to such a marked degree as to very materially affect the maximum main reservoir pressure obtained. The following, however, will give an idea as to the probable pressure obtained:

The steam pistons of this pump are 8 inches in diameter; the low pressure air piston is 12 inches in diameter; and when the pump is in proper working condition this low pressure air piston has to work against a pressure of about forty pounds. Now a broken final discharge valve will permit a back flow of main reservoir air into the high-pressure air cylinder; therefore, the low-pressure air piston will have to work against main reservoir pressure when trying to deliver the air from the low to the high-pressure cylinder. Where the boiler pressure is 200 pounds, it is fair to assume that a pressure of 190 pounds may be had at the pump; therefore, to find the power of the steam piston we multiply the area of the piston by the steam pressure and we have  $50 \times 190 = 9500$  pounds pull or push from this piston. Now to find what pressure per square inch acting on the 12-inch air piston that will balance or equal the power of the steam piston, we divide the power of the steam piston by the area of the low-pressure air piston, or  $9500 \div 113 = 84$  pounds, the maximum pressure to be obtained.

The actual pressure obtained would, no doubt, be somewhat less than this, as we have not taken into consideration the losses above mentioned.

#### HOW TO CUT-OUT THE ENGINE BRAKE

**Q.** Will you please answer the following question on the E-T brake: How would you proceed to cut-out the distributing valve in case the brake on the engine becomes defective? I was recently assigned to an engine with this type of brake and in studying its operation the question came to my mind as to how the brake might be cut-out if it became defective. My old engine was equipped with the G-6 type of brake, and, if either the driver or tender brake had to be cut-out, all one had to do was to close the cut-out cock in the cross-over pipe and bleed the auxiliary reservoir. Now, with the E-T equipment, there is no cut-out cock in the cross-over pipe, neither is there a bleed cock in the pressure chamber; therefore the question.

A. L. M.

**A.** There are several ways of preventing the locomotive brake applying when the train brakes are being used: one is to put a blind gasket in the brake-pipe connection to the distributing valve; another is to either hold the independent brake-valve handle in release position during the time the brake-pipe pressure is being reduced when making an application of the train brakes, or by disconnecting the application cylinder pipe at the distributing valve; still another way is to close the cut-out cock in the main reservoir supply pipe to the distributing valve; while probably the best method is to close the cut-out cocks in the pipe leading to the different brake cylinders.

#### DEFECTIVE L-TRIPLE VALVE

**Q.** Will you please answer the following question through the JOURNAL: While standing with engine coupled to a passenger train equipped with L triple valves, I noticed air pump laboring harder than usual; in examining train I found a bad blow at the safety valve of the triple on car next to engine. The brake piston was in release position; no blow at the retainer; and the auxiliary reservoir seemed to be fully charged, as a good strong blow could be had at bleed cock. We made two different service

applications of the brake, but could not get the brake piston on this car to respond until making an emergency application. It seemed to me like the train-line pressure was passing through the safety valve; but I can not understand how that amount of air got through the safety valve without moving the brake piston.

H. J. W.

**A.** When the triple valve is in release position the safety valve is cut off from the brake cylinder, and the port leading to this valve is closed by the slide valve. However, if the slide valve or its seat be worn or cut, air may leak into the safety valve port and bring about the result which you found. The reason for the brake not applying when a service application was made was that the air leaking at the safety valve was auxiliary air, and this leakage reduced the auxiliary pressure as rapidly as the brake-pipe pressure was being reduced at the brake valve; consequently, the pressures remaining the same on both sides of the triple piston prevented the triple piston and its slide valve from moving to service position. When applying the brake in emergency the brake-pipe pressure was reduced quickly, thereby creating a difference in pressure on the two sides of the triple piston, causing it to move to application position. Possibly, what misled you in this was the thought that the safety valve was connected directly to the brake-cylinder port; this, however, is not the case, as the connection is made through the slide valve and graduating valve, and this only when the triple valve is in service, or service-lap positions. In release and emergency positions the safety valve is cut off from the brake cylinder.

#### BRAKES FAILED TO HOLD

**Q.** I have a question on air I would like to have answered through the JOURNAL. I was recently called to run the second engine of a train consisting of 49 cars. We had a mountain to go down which is 10 miles long and a grade of 90 to 96 feet per mile. The leading engine had one standard pump and one cross-compound pump. The engineer handled the air nicely going down the mountain, and slowed down to proper speed going into

station at foot of the mountain. But as the tower man had orders to hold us he did not give us the switch, and when the engineer on the leading engine tried to stop there seemed to be no pressure in his train-line; consequently he ran through the derail and derailed both engines. The conductor stated, that when the front engineer reduced speed the hand on the gauge in his cab went back to 60 pounds, and when he released the hand began to "flicker" and went back to 40 pounds and remained there until the train stopped. Both engines are equipped with the E-T equipment. The engineer of the leading engine claimed I had my brake cut in. This was positively not the case. My object in presenting this case is to learn why the train-line did not recharge, thus proving that other causes may be responsible. SECOND ENGINEER.

A. In trying to reply to your question, we must first say that it is indeed confusing, as one part seems to contradict the other. In one part you refer to the conductor's statement that when the man on the leading engine made an application of the brake to slow down the speed of the train, the black hand moved back to 60 pounds; this, of course, shows that the brakes were charged, or nearly so. In the latter part of your question you ask why the brake pipe did not recharge. Again, you quote the conductor as saying "*and when he released, the hand began to flicker and went back to 40 pounds, and remained there until the train stopped.*" It is indeed difficult to understand why the engineer on the leading engine would undertake to make a release of the brakes while the train was in motion, and facing an open derail. The amount of brake-pipe pressure had at the time the brake was applied, also the amount of reduction made, could have been noted by the black hand on the small gauge on your engine.

### Questions and Answers

BY JAMES GREGORY

Q. Which is the best way to try for road test on which side engine is blowing, in valves or cylinder packing? We have Baker-Piliod improved valve gear here

and it is hard to find which side blow is on out on the road. S. F. H.

A. It will make no difference as to what kind of valve gear is used. To test engine on right side, spot her on either upper or lower quarter and open cylinder cocks. Then, with brake set, put lever ahead and open throttle. If the blow takes place at that position, note if steam is coming out of both cylinder cocks; if so, it shows the packing blows or the steam blows by the piston for some other reason. It may be a cut cylinder or one worn out of round so packing doesn't fit close. Next put reverse lever in back motion with throttle open and note if there is steam from both cylinder cocks; if so, it will show a loose piston ring. If engine has a built-up piston, and if engine has Dunbar or sectional packing it will show that the back set of packing is in bad order.

To test for valve blow leave engine on quarter position and put reverse lever on center. If steam comes out of the cylinder cocks it will show a blow between valve and seat, or if much steam does not come from cylinder cocks it proves the blow is over top of valve account of defective valve strips.

With piston valves there is this difference that an engine may not blow in a standing test but will when working, if the blow is due to defective exhaust rings or bushing; and the blow will take place at the point when engine sounds lame, which will help locate the defective ring. There is a difference in the sound of valve and piston blows that experienced men are familiar with, and it may happen that both valves and pistons blow at the same time, which complicates the matter of locating the trouble accurately.

Q. When an eccentric engine is changed from outside to inside admission, what is needed to be done in the way of altering the position of the eccentrics on the axle?

H. B. B.

A. If that is the only change and say engine is standing on forward center, the eccentrics must be changed to a directly opposite position on the axle. Assuming engine to be indirect, the eccentric would be both ahead of a vertical line drawn through axle the distance required to overcome the lap and lead of valve (out-



side admission), with the go-ahead eccentric following the pin. If changed to inside admission, both eccentrics would be as far back as that vertical line through axle as they were ahead of it in the first instance.

The go-ahead eccentric would be leading the pin in the latter case.

**Q.** Is there much difference in the power of engine in one position compared to another? I notice my engine and many others will slip when right crank pin has just passed the lower quarter. That would look as if there was much more, or some more, power exerted with engine at that point?

W. M. M.

**A.** There are two good reasons why the tendency to slip would be greater with right crank at that point than at any other. First, you will notice that your engine at that position is taking steam in the forward ends of both cylinders. This means that there is a steam pressure forcing those pistons back that is much stronger than there can be to force them ahead, due to the fact that the area of whole piston may be utilized for power when piston is being moved back, while some of that piston area for the forward stroke is taken up by the piston rod. When you consider that on an engine having a four-inch piston rod there is a difference of over 12 square inches of area in favor of the backward stroke of piston, and that this area on an engine with 200 pounds cylinder pressure represents 2400 pounds of cylinder power for one side, or 4800 pounds for both sides, you get some idea of why the tendency to slip is greater at the point you named. Another thing to be considered is the fact that just as the right pin passes the lower quarter the left one passes the forward center, usually with somewhat of a kick, and this, together with the greater piston area during the back stroke, is the reason why there is more tendency to slip driving wheels when pins on the right side are in the position stated in your question.

**Q.** On the right side of my engine the boiler check seats without much noise when injector is shut off. On the left side it pounds down hard. How could it be caused and what the remedy? MEMBER.

**A.** There must be more lift in the left boiler check. That would cause the check valve to pound when injector would be shut off. The remedy suggests itself.

**Q.** I have been looking into the matter of pound of left side of right lead engine. I can see how the action of steam pressure on right side of engine can affect the driving box of left side at both centers, but why is there not the same pound? The pound seems to be about all at forward center.

R. R. S.

**A.** The only difference is that when pin on left side is passing back center the lost motion is taken up without much knock, as the wheel is rolling in the direction of the piston movement, also the direction in which engine is moving, thus taking up the lost motion in driving box without much knock. When left pin is passing forward center, left side, the action of piston is opposite to the direction engine is moving, for which reason the driving wheel cannot, as in the other case, roll so as to take up the lost motion without a knock, but the wheel must slide to force the left main box back against wedge, and this slide causes the sharp pound we get on the left side when an engine having a loose brass or a loose wedge passes the forward center going ahead.

**Q.** We are given to understand that the engine with Walschaert valve gear is always a direct motion engine in forward gear with outside admission valve. Is that always the rule? Some say not.

R. M.

**A.** It is always the case if the back end of radius rod is below the center of link with engine in forward motion.

**Q.** What is the difference between the relief valve and the by-pass valve in their influence on lubrication? The relief valve is surely more simple, yet it has been displaced here by the more expensive by-pass? What is the difference? There must be some.

A BROTHER.

**A.** With the relief valve air is admitted to steam chest if engine is running shut off when the vacuum caused by the moving piston becomes sufficient to raise the relief valve off its seat. This incoming air follows the piston while the admission port in valve seat is uncovered by the valve. If the gear is in full travel

position the air will follow piston to within a few inches of the end of its stroke because the valve leaves the admission port uncovered until that time. If the reverse lever is allowed to remain in the working position after shutting off the valve travel will be shorter, and if lever is set for a 10-inch cut-off the air coming through relief valve will only follow the piston for 10 inches of its stroke, after which the valve shuts off the admission port until piston has traveled, say 18 inches.

During that time the cylinder is blind and the moving piston creates a vacuum, so that when the exhaust is opened there is a rush of air through the open exhaust to supply this vacuum, and this current carries with it smoke and cinders and hot gases which dry up the valves and cylinders so as to affect lubrication. With engine in full stroke the extent of this fault is less, of course, but it is always present in some measure and the relief valve cannot overcome it.

The by-pass valve, of which there are various types, was designed to correct that fault of the relief valve by providing for direct connection between the ends of cylinder when drifting so that the air is churned back and forth for the whole distance of the piston stroke, in both directions, practically eliminating circulation of any kind from the smoke box, whether the reverse lever be left in the working notch or put in full stroke position after shutting off.

Q. What is the meaning of the name "consolidated" as applied to the consolidated engine? I am told it is the design of the engine, whereby the spring equalizing system connects that of the engine and engine truck to equalize or distribute the weight on the engine that suggested the name.

D. D. M.

A. We will quote the reply of the *Railway and Locomotive Engineering* on that question made recently in answer to the same question by one of its contributors, as it seems to be the right one.

The first "consolidation" engine was designed by Alexander Mitchell, master mechanic of the Lehigh & Mahanoy Railroad.

About the time the engine was com-

pleted, the railroad named was consolidated with the Lehigh Valley Railroad and the name "consolidation" was given to the engine to honor the event.

Q. What is the reason we so often find the injectors or rather either injector will not supply engine well enough to make a run of more than five or six miles without getting the boiler low in water? We use No. 9 injectors here and they will not supply the engines. Would they supply if steam was superheated? If so, why?

A. It is a common fault of some older types of engines that the water supply is not sufficient or rather the boiler capacity will not permit of the use of a water supply consistent with the demand of the cylinders. These are what is known as over-cylindere engines, and the injector range must necessarily be limited to that of the engines' capacity for steam-making.

It is the practice to purposely use small capacity injectors on such engines so they will steam. This restricts the engine to an amount of work somewhat below that represented by its cylinder capacity, but it is the best that can be done. The tonnage rating of such engines should be regulated with a regard for a deficient boiler capacity.

To superheat the engines would correct the fault to a large extent, as the increased volume of steam due to superheating, also the elimination of cylinder condensation that would follow the change, would represent an economy in water consumption that would make them good steamers, and they could then be supplied with feed water with the smaller injector that was not large enough to supply when using superheated steam.

Q. We have engines here with piston valves and Stephenson gear and some with piston valve and outside gears, the Walschaert and Baker. It has been said that if there is water in cylinders, as when starting out of roundhouse, or any time, for that matter, that there is not so much danger of shearing a piston key or forcing out a cylinder head on the engines with the outside valve gears as with the engines having Stephenson gear. What could make the difference? Is there any?

A. Whatever the difference, it would

in the port opening in valve seat when piston came near to end of stroke. With the piston valve there is no relief for pressure from water compressed by the piston unless there is a special valve for that purpose. In the absence of that valve this compression may cause damage to cylinder or piston, or some of its connected parts. With the Stephenson valve gear this is more likely to take place than with the others, for the reason that it has little or no port opening in cylinder with reverse lever in full stroke position through which the compressed water might escape and thus relieve the pressure. With the outside gears, having a fixed lead, the valve opens the admission port just as soon, and as wide, with lever in full stroke as in the short cut-off position, so when there is an excessive amount of water in cylinders, as when first moving engine out of house, the admission port opens and relieves the pressure produced by the advancing piston, compressing the water in cylinder near the end of piston stroke. This is the only reason apparent why piston valve engines having Stephenson gear are more likely to cause shearing of piston keys, springing of pistons, forcing out of cylinder heads, etc., than engines having the outside valve gears, such as the Southern, the Baker or Walschaert.

**Q.** What is the combustion chamber in firebox really for? It shortens the flues, thus reducing heating surface, so what is there in it to offset that loss? **R. R. R.**

**A.** The combustion chamber is merely to provide firebox space within which the great volume of oxygen and volatile products of the fuel are permitted to intermingle with each other in a manner not possible in the ordinary firebox, and thus promote efficiency and economy in steam making by the more complete combustion resulting therefrom. The loss of heating surface due to shortening of flues counts for little, as flue heating surface is much less effective for steam making than firebox sheets, so the slightest gain in temperature due to the improved combustion the combustion chamber affords would overbalance the loss due to the shortening of flues necessary to make room for it.

**Q.** Can an engine with a broken pedestal brace, or frame, haul her train to the terminal if it is but a few miles?

**MEMBER.**

**A.** It depends on where frame is broken. If it is back of the main boxes or main jaws there is no reason why an engine could not haul her train, but if the break is between the main jaws and the cylinders the engine should not do more than move herself.

It is the same with a broken pedestal brace or binder. If it is not the main binder that is broken the engine can haul her train. The danger of trying to do so with main binder broken is chiefly due to the possible effect on opposite frame, which might be bent by the action of defective side; also there would be an additional strain put upon side rod on the broken side that might result seriously if an attempt were made to haul a train, or any part of one, with an engine so disabled.

**Q.** Our engines here with piston valves have by-pass valves. The engines with slide valve have not. Why are they not as much needed in one case as the other?

**R. R. G.**

**A.** The by-pass valve prevents excessive compression in cylinder when engine is drifting. It also prevents the forming of a vacuum in cylinder sufficient to cause smoke and cinders from front end being forced down through nozzle when engine is running shut off. When excessive compression takes place in the cylinder using piston valve, there is no chance to relieve itself, and the disagreeable action of a high compression, when drifting, is decidedly noticeable in the riding of an engine and its effect on the machinery. The slide valve will rise off the seat to relieve that pressure if it is higher than steam chest pressure, but the piston valve cannot do that, for which reason the by-pass valve is needed on the piston valve engine.

**Q.** We read that the by-pass valve is better for lubrication, also permits an engine to drift more freely than does the relief valve on steam chest. How could that be, as they both work on the same principle, both admitting air to cylinders when throttle is shut off? **R. R. G.**

A. The purpose of the steam chest relief valve and the by-pass valve is the same, but they operate differently, and are not equally efficient. The relief valve permits air to flow into cylinder when engine is drifting, but only while the steam port to cylinder is open at the end from which the piston is receding. If the reverse lever is dropped to full stroke after shutting off, as was the custom with the engines of the past, the longer travel of valve resulting would keep the steam port open for the greater part of the piston stroke so that very little vacuum would be produced in cylinder. With the larger engines of latter days, however, the practice of dropping lever down has stopped, with the result that when throttle is shut off and lever left in running position, say at ten-inch cut-off, air will be admitted into cylinder only while piston is moving ten inches from end of cylinder. During the remainder of the stroke, or until the valve is in exhaust position, there is a vacuum being formed to relieve while there is a rush of air causing the heat and smoke and gases of front end being forced down through nozzle and exhaust passage to cylinder when exhaust is opened.

With the by-pass valve there is a continual forcing of the air at one end of a cylinder into the opposite end, as when the piston is moving in one direction it forces the air ahead of it through the by-pass valve into the opposite end, and it works independently of the main steam valve, so it doesn't make any difference whether the reverse lever is left in running position after shutting off or not, as there can be no vacuum created in the cylinder, as is the case with the relief valves on steam chest, and that is the thing to be avoided in so far as lubrication is concerned. As for the more free drifting it naturally follows that the effect of a vacuum on the rear side of a piston is bound to increase the resistance to its motion in the direction in which it is moving as much as the difference in atmospheric pressure on each side of the piston amounts to. This accounts for a portion of the resistance to free drifting with the relief valve, and when we consider that there is a considerable compression caused between the time the exhaust port is closed against

the piston before it comes to the end of the stroke when the relief valve is used that is not present in the case of the by-pass valve, we can see why the engine drifts more freely with the latter.

Q. What is meant by low terminal pressure? What does it amount to? What by initial pressure?

RUNNER.

A. Answering last half of question first, initial pressure is the steam admitted to the cylinder during the period of admission; that is, during the time the valve leaves the port open after piston commences the stroke until the cut-off takes place.

Terminal pressure is the final cylinder pressure just before exhaust takes place. An excessively low terminal pressure would mean that the steam was expanded to a point where the cylinder temperature would be lowered to a degree not consistent with either economy or efficiency; another fault would be that at the extremely short cut-off likely under such conditions, there would be an excessive compression which would mean hard riding of engine if nothing more.

Q. What is the new color scheme for signals recently adopted by some of the trunk line roads and what are the colors to indicate when the change is made? Also why was the change made and what changes will follow its adoption? W. M.

A. The change you refer to is for the purpose of doing away with the white light as an all clear signal. The reason for the change is there are so many lights of that color near the right of way of every railroad, on streets and in buildings, that the engineer is liable to become confused when trying to distinguish the right from the wrong one. Under the new system green lights will mean "clear," or "proceed," yellow will mean "caution," red will continue to be the "stop" or "danger" signal.

This will mean a change in switch lamps and targets, marker lamps for rear of trains, slow signals, resume speed signs, hand lamps, etc.

Q. Is there any reason why flues in superheated engines would coat over or honeycomb, more than in fireboxes of engines using saturated steam, as they seem to do?

R. R. S.

**A.** There is no reason why such should be the case if engine is properly handled. The full benefit of superheating is sometimes lost through failure of those managing the power to appreciate the need of special care on the part of the fireman to avoid smothering the fire. This practice is bad enough with the saturated engine, but is especially so with the engine using superheated steam, owing to the milder draft of the latter, and not only is the fuel wastefully used by fire being crowded, but clinking of fire, honeycombing of flues and indifferent performance generally may often be traced to that cause.

**Q.** We have some engines here with wide fireboxes. They steam well enough if a sloping fire is carried, that is, it must be light ahead and heavier near the back end. If allowed to get heavy ahead, or light behind, engine doesn't do well. The grates are slightly sloping. How can this be accounted for? Why the need of two different depths of fire if the draft is the same through the whole firebox?

H. R.

**A.** The draft is not of equal force through the whole grate area. The fact of having to carry different depths of fire in each end of firebox proves that. If the engine doesn't steam when fire is as heavy ahead as at back end it shows that depth of fire ahead is too much to permit the necessary amount of air for proper combustion to pass through it, account of the draft force being weak there.

That the fire may be carried heavier at back end proves the greater draft force through fire at that point. If the draft force were uniformly even through the whole grate surface there would need to be an even depth of fire carried to make a good steaming engine. We have the same thing illustrated in engines of same class, some of which do well with a heavy fire, while others must have a lighter fire to steam the best. It is merely a case of regulating the depth of fire to correspond to the force of draft circulation through it, and this force varies with different engines and may not be uniformly the same at all parts of firebox in the same engine, due to how it is drafted.

**Q.** When we fail to make time on our road the motive power department doesn't seem to think any excuse is good so long as the engine made steam enough. Our power is pooled and the valve gear is often very loose; also the boxes pound badly on most of the engines. Don't you think there are other reasons for engine losing time just as good as that of low steam pressure?

H. R.

**A.** The matter of condition of machinery has never been duly considered in assigning cause for engine's failure to make time. The steam pressure has ever been regarded as the main if not the only thing, but it is really not so. We often hear the remark, "the power is all shot to pieces," but yet reports of engine losing time with full steam pressure look suspicious to some people who should know better, or if they already know should make due allowance for the loose, pounding engine. With the tonnage system of rating train weight the margin of power of engine over that needed to make the time under average conditions is none too liberal, and when unusual conditions are encountered the best engine may fail, at times; but when the machinery is permitted to get loose enough to affect the valve movement there is often no margin of power to meet unusual conditions of weather, or train resistance, and engine failures result, even when the steam pressure is at the full limit.

**Q.** Our engines are all superheaters here. There seems to be a strong desire to run very big nozzles in these engines, too large it seems to me, yet some of the engineers have the idea that even if engine doesn't steam well it is better if the nozzle is big than if the engine steams well with a small nozzle. They claim they can make better time. What do you think about it?

R. W. D.

**A.** We all favor the large nozzle, of course, other conditions being equal, but not when it means a poor steaming engine. With the saturated engine the advantage of a free nozzle was more apparent, but since the coming of the superheater we hear less of big nozzles. The effect of a too big nozzle is different in the saturated engine as compared to that with the engine using superheated steam.

The main thing now is to maintain the highest possible degree of superheat uniformly, even if the nozzle must be contracted to do that. A big nozzle usually means low firebox temperature and a correspondingly low degree of superheat with consequent loss of power. It is also true that, given the same area of exhaust opening and volume of exhaust, the superheater will be the most free working engine, owing to the steam being lighter as compared to the more dense nature of saturated steam at interlocking and block signal stations, also lights at crossing gates.

**Q.** Where does the benefit of superheating come in with switch engines? You cannot work them at short cut-off and, besides, they are shut off a lot more than a road engine. Please explain.

**R. M. S.**

**A.** It is a peculiarity of the superheater that its efficiency is increased with the capacity of the engine. If the engine is worked hard, as switch engines usually are, the firebox temperature is high and the superheat at the maximum. The variations due to engines in switching service being so often shut off are most successfully met by the superheating of steam also, as the poor conductivity of superheated steam causes it to give up less heat to surfaces it comes in contact with than saturated steam. This fact accounts for the great advantage of superheating on switch engines, as there is a considerable loss from condensation of saturated steam due to the low cylinder temperature of engines in that class of service.

Another feature of advantage is that the milder draft and better steaming of the superheater yard engine permits of carrying a light fire so that the waste at the pop from yard engines, that are necessarily inactive a portion of the time, is less than with the engine using saturated steam in which a heavier fire must be carried at all times.

**Q.** Does an engine get the benefit of superheating right away when starting a train, or rather when getting it under headway after having started it?

**A.** It is no advantage in the matter of starting but is of almost immediate benefit

after engine had made a few exhausts, with a good fire. It has been shown by switch engines, using superheated steam, working intermittently, that the degree of superheat will increase 150 to 200 degrees after engine has made a few exhausts in starting a train.

**Q.** It is the rule here to open the furnace door after every scoop of coal. The firemen don't want to do it, and I don't blame them, but the traveler holds the engineer for the failure of the fireman to live up to the rule. Is it really important that the rule should be followed?

**A MEMBER.**

**A.** It has long been the rule to close furnace door between scoops. It was more necessary to do that when we had the engines with deep fireboxes, as the cold air entering at door passed so high above the fire that its temperature was much below that of the flue sheet, thus causing a sudden contraction there, which was often productive of leaky flues. With the shallow fireboxes of the present there is less danger from that source. Where the so-called automatic fire door is used, the practice is to close the door between scoops, but the old swing door, or any kind not operated by power other than the fireman, is usually left open until the regular number of scoops are put in, and it is doubtful if the practice is as bad as some others that are more easily tolerated by the company or the traveling engineer.

**Q.** I have never run a Stephenson gear engine but would like to know in what respect the outside valve gears are superior to the Stephenson? **YOUNG RUNNER.**

**A.** They are superior in many ways. They are lighter, more durable and more convenient for inspection and general care. As for durability there is no comparison between the outside valve gears of any kind and the Stephenson or link motion. Some of the outside gears will, with proper care, or in fact any reasonable care, run a long time without requiring overhauling, a fact that represents much of gain in economy and efficiency of the engine as to its average service compared to which the cost of overhauling is but incidental; while the tendency of the Stephenson gear to develop lost

motion is such that the average of service of the engine is somewhat lowered thereby, in addition to which the cost of putting valve gear in shape at each general overhauling of the engine represents an expense unknown with the outside gears.

Another advantage of the outside gears is their less liability to failure on the road, as well as the more free accessibility they afford for fixing up whenever they do fail, which in itself is a time-saver worthy of consideration in the comparison between the different valve gears.

### TRAIN RULES—STANDARD CODE

EDITED BY GEO. E. COLLINGWOOD

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

A case recently came to my attention where a regular passenger train was running in two sections. The first section was displaying green signals. An extra freight train was on the siding at a non-telegraph station, and after the first section passed it proceeded against second section of the passenger train. The crew of the freight claim they did not hear the whistle signal 14 (k) nor did they see any classification signals on the first section.

The engineman of the passenger train claims that he gave whistle signal 14 (k) and that his fireman told him that he saw steam escaping from the whistle of the engine on the siding as though in answer to the signal, but neither the engineman nor the fireman heard any sound in reply.

It was developed that both classification signals were burning on the front of the engine of the regular passenger train at a station beyond the point where the freight train had been met.

The fault of the passenger train in not stopping when it received no answer to the whistle signal is unquestioned; but it was also the duty of the men on the freight train, on the siding, to observe if the passenger train displayed signals when it passed, and they evidently failed to do so.

At the present time, in the event of classification signals being obscured by

fog or heavy weather, or being extinguished, the roads are depending entirely on the engineman to give whistle signal 14 (k). It is expected that if he fails to get the answer to the signal he will stop and notify the crew that signals are being displayed for a following section.

To overcome the bad features of the case a railroad asked the American Railway Association its opinion on a method of having all regular trains, when there is only one section, display signals, and when there is more than one section, the last section only should be required to display signals. By this means it was thought that in case the signals fail, or if the men fail to give warning, the worst that can happen, according to the supposition, is a delay to the train that might be on a siding waiting.

The American Railway Association made reply as follows: "The committee considers Standard Code Rules 20 and 14 amply sufficient for the safe movement of trains when run in sections, and that success with Rule 20, as with other rules of the code, depends upon its being observed. It does not feel warranted in expressing an opinion concerning a practice which has not met with the formal sanction of the American Railway Association, and would suggest further that the practice which it is proposed to substitute for the Standard Rule is not supported by sufficient trial or experience to justify the committee in recommending its use or adoption."

The proposed plan of having only the last section display signals does not seem to furnish the protection which is needed. A train crew which will fail to observe green classification signals on the leading section, and assume that there were none displayed, is just as liable to fail to observe the absence of classification signals on the leading train and assume that such signals were displayed. In fact there is little room for assuming anything in connection with train rules and orders when safe movement is desired, as it always is. Besides this, a change in the rule would be liable to lead to misunderstanding, as it has been the custom for so long to display signals for a following section that a complete reversal of the plan would

be liable to result in accident, before the men were fully used to such a radical change.

It seems that the occasional failure to observe signals is largely due to the use of the auxiliary signal 14 (k) which has a tendency to encourage trainmen to depend upon the audible signal, which requires less effort. At the same time the audible signal is purely a matter of memory with the engineman of the train displaying signals, and as such might be easily overlooked, whereas the signals displayed have a permanent feature. There is at present a serious doubt that signal 14 (k) is wise.

SAN ANTONIO, TEXAS, NOV. 2, 1916.

**EDITOR TRAIN RULES DEPARTMENT:**  
Would a train order be void if the resident station of the train dispatcher was not on it? Some claim that it would and that it would be the same as not having a date.

(2) Would a flagman be doing right when he is whistled out, and then when he is about five minutes' walk from the hundred mark, keep on to the hundred mark after being called in?

MEMBER DIV. 427.

**A.** A train order would not be void if it did not have on the order the station from which the dispatcher issued the order, nor would it be void if it contained the name of the issuing station, or resident station. Train dispatchers may work temporarily from some other station and the orders issued therefrom are as binding as when issued from the regular office.

The Standard Code of Rules does not require the name of the station of the issuing office to be shown at all. All it requires is the date, number, address, naming the place at which each is to receive his copy of the order, the body or text of the order and the initials of the person authorized to direct train movement, the time, and also complete.

The omission of any of these things mentioned should cause the one receiving the order to insist upon the defect being remedied.

(2) Under Standard Rules a flagman may return to his train when recalled, first placing two torpedoes on the rail when conditions require it.

Our correspondent writes of a hundred-yard limit, and it is evident that the rule is not standard, as no limit is given in the Standard Rule except that it must be a sufficient distance to insure full protection.

It seems, when a flagman is recalled before he goes the full limit when a limit is prescribed, that he may return unless the rule specially states that he shall not return in such a case. Of course he should not return in any case if there is a train in sight or hearing.

SUTHERLAND, SASK., Oct. 12, 1916.

**\* EDITOR TRAIN RULES DEPARTMENT:**  
There has been considerable discussion about the following case and I would like your understanding on it.

I started out of my initial station with engine 603 taking up the schedule of No. 78. At C I received an order to meet extra 1028 at D. At E I received an order reading: "Engine 603 is annulled as No. 78 from E engine 603 work extra 1340 to 10 o'clock between E and G not protecting against extras and with right over No. 78 engine unknown and No. 80 engine unknown."

Can engine 603 be run as No. 78 from E after being annulled as No. 78? C. B.

**A.** The example under which the above order was issued is the old form. When an engine is annulled as No. 78 it does not annul the schedule No. 78 but only the right of the engine to run on that schedule, and when desired the engine may be again run as No. 78 from E. The annulling of an engine does not involve the annulling of a schedule. The word annulled when used in connection with a schedule has a different meaning in that it cannot be again restored after being annulled and for that reason the word "annulled" is no longer used for withdrawing an engine from a train, under standard rules.

The new form reads as follows:

"Engine 603 is withdrawn as No. 78 from E."

It is true that the example quoted is intended for use in withdrawing a section, but inasmuch as there is no example shown for withdrawing an engine it can be made to answer the same purpose when a schedule is not being fulfilled in sections.



### Long Trains and Long Hours

BY JASON KELLEY

Pending the adjustment of the wage question, and while interest in the proceedings is keen, it might be well to call attention to the readers, or to the general public, for that matter, to some features in railway management that bear directly on the questions at issue today between the railroads and their train and engine-men.

If railroads were operated purely for the purpose of profit derived from transportation earnings, there would be less cause for complaint, if any, on the part of engine and train employees. The practical railway official knows that long trains and long hours of continuous service on the part of train employees are not conducive to economy of operation. This is true if viewed from several angles. Under the monster locomotives designed to haul the mile-long trains, the trestles, bridges, and permanent way are pounding to pieces, and the first cost, as well as that of upkeep of the bigger engines, are items that should be given some weight of argument also. With the exceedingly long train naturally came the 14-hour and 16-hour trips, until the tonnage craze became so strong that it mattered not if the division of road was 150 miles or 75 miles long, or was double or single track, the train tonnage was considered not excessive if the trip could be made within the legal limit of 16 hours. The operating managers know there is no economy in this. They know, when taking a broad view of the question involving the cost of upkeep of trackage, wear and tear of rolling stock and cost of overtime, that the big engine and the big train are not a paying combination.

But the managers of some railways are not in absolute control of the properties they represent. There is a higher power, the financial one, which dictates the policy of management. This power sizes up the prospect from its own point of view. It knows that railways are not run solely for the profits from transportation, also that its value in the market is more dependent on the showing it can make in cost of operation as represented in earn-

ings per train. This basis of calculation is very deceptive to the prospective purchaser of railroad stocks and bonds, and is a wonderful booster for the credit of the railroad company, which is all none of our business, were it not for the fact that it is responsible for conditions that vitally affect the health, the safety and the earning power of the railroad man.

The extent to which the management will go to sustain a high rating for "tonnage per train" is evidenced by the practice of often running engines with a full crew and cabooses over a division of road when the crews on the same track are making overtime with overloaded engines, even, in some instances, being relieved by still other crews before reaching the terminal, thus incurring an expense in wages more than will double that which would be necessary were the tonnage in that direction for that particular date equalized in proportion to the number of crews used. This proves it is not the general cost of railway operation that the railway manager seeks to cut down, but rather to maintain a high tonnage rating per train. The cost of movement of big trains is of course based largely on wages paid train and engine-men, and no doubt looks well on paper to the uninitiated, but these figures do not include a prodigious amount of expense in the first cost of the several factors necessary to even insure partial success of this policy, which includes all in the way of construction that is necessary to the operation of immense tonnage trains. To this must also be added the additional expense of overtime, also damage to rolling stock and loading, all of which represents a situation not calculated to convince the public favorably when shown the want of sincerity of the railway managers in their claims that the railroads cannot bear the expense of shorter hours of service of train employees, and time and one-half for overtime.

The added expense of the time and one-half for overtime would of course make it less profitable to operate trains that could not be gotten over a 100-mile division in eight hours, or a 150-mile division in 12 hours, but it is within the power of the railroads to reduce the size

of these trains so as to come within the required limit. By so doing, the property might not show well as an investment proposition in the railway market, but it would be earning about as much on the whole as before. The change would not necessarily reduce the capacity of the road as to tonnage movement, for what was lost in tonnage rating per train would be balanced by time gained by quicker dispatch, thus benefiting, not only the employees in train service in the matter of health and personal safety, but the interests of the public, both as to prompt service and safer travel as well.

A record of the many railroad wrecks for which the overworked condition of the men, directly due to the combination of monstrous engines, long trains and excessive number of consecutive hours on duty were responsible, would help to show a balance in favor of the changes necessary to meet the demand for the eight-hour day and time and one-half for overtime. It would certainly account for much of the enormous cost of train movement in latter days, as well as provide an answer to the question so often heard: "Why so much loss of life and damage to property on the railroads today, surrounded as they are by every mechanical safeguard the human mind can invent?"

#### THE OLD-FASHIONED ENGINEER

Where is the old-fashioned engineer who used to want everything about him clean and bright, and to whom a loose driving box, or a knock from any cause, was a source of unbearable annoyance? Where is he? Well, there are some of that type in the service yet, but they are not so fastidious in their tastes regarding cleanliness as formerly, and as for the annoyance of knocks and pounds, why they just grin and bear it all like a toil-worn ox bears a galling yoke. The latter day engineer, developed since the adoption of the pool, has by custom become proof against annoyance from such causes, and would perhaps be worried lest something was wrong if the "old mills" did not rattle and bang about so much, or a little more; but the old-timer, the fellow whose ear and eye were trained to detect defects in the machinery, who had, in better days,

run engines that were "smooth as a sewing machine" and as clean as a whistle, it is different with him. We can only sympathize with the other fellow, but the old-timer is entitled to a full measure of real heartfelt pity.

Recently, while riding with an old runner who, through the vicissitudes of fate had gravitated down from the "flyer" on the Central to a "drag" run on a coal road, the traveling engineer remarked, after bumping along for a few miles on a dilapidated hog, that seemed part of the time to be on the ties and the rest of the time trying to get on them: "What do you think is the matter with her, Dad?" "Now," replied the veteran, "I have been studying deeply throughout the whole trip to detect if possible some one thing that was not the matter with her, but I haven't succeeded yet."

Yes, the old-fashioned engineer is with us yet, here and there, and wherever you meet him in the service you can see depicted on his features a look of unmistakable and absolute disgust, and he seems to fit into his surroundings much like a thoroughbred in a coal cart.

#### TROUBLES ON SINGLE TRACK

Running an engine on single track presents some situations that are not known to the engineer of the double track lines, and among these that of running on time orders is perhaps the most trying. To accept an order having a time limit to make some point for an important train, the failure of which may mean anything from a reprimand to suspension, if not worse, is carrying a load that may often prove too heavy for the engineer when asked if he can make it, when he has so many features to consider that enter into the problem he is asked, on the spur of the moment, to solve. A prompt answer is demanded, and if he refuses to accept the order he may be charged with "laying down," or at least not getting in the game, and he knows if he doesn't take a chance once in a while he will eventually drift into what is known as the "dub" class, while on the other hand he fears if he should fail to make the order clear, and delay the flyer, he is sure to hear from it in no pleasant manner. Now

between the fear of being charged with being a "dub" and the risk of what may result from his failure to make the order may be seen a number of factors bearing on the case which rapidly pass through the mind of the engineer when summing the case so he can give a quick decision whether he will go or not, among which are the following: The engine may be only a fair steamer, not bad enough to condemn, but not good enough for a hard run over a "bad piece of track," against an important train, or a short order. He has a tank of slack coal; the rail is not good, sander is not reliable, temperature of the night is enough lower than that when the tonnage rating was given for his train, at midday, that train "handles hard," takes too long to get under headway after becoming chilled. He may also have an inexperienced fireman, may feel that he has to "beat" the engine, which is very likely, to make her foam because of dirty boiler. Besides this the engine may be some distance from the telegraph office when the order is received, so there is no chance to tip the fireman off to have engine primed for a fast run; also, when the engineer gets to the engine he may find water too high, or too low, as the case may be, and with a fire that will need a little nursing before it will be right to "do business" as the order requires. With some of these handicaps he starts out to make the order, but not without some doubt in his mind, for he finds his train chilled, as well as the rest of the crew, who seem indifferent as to the success of the effort to make the order, as is sometimes the case, or are not alive to the necessity of getting into the game, which may be shown in handling switches or keeping steam pressure up. When this is so the engineer finds his job a tough one sure enough, often carrying a load that calls for all there is in him and even more, at times.

We all have troubles of our own, on single or double track, but there is no situation the writer can think of which so often taxes the judgment and skill and nerve of the engineer as the time order, even under fair average conditions; but where they are bad, particularly as they

relate to the power, then the burden is all the harder to bear, but will say further, that when these conditions are encountered on a road where the war cry is "Hit the Ball," then the engineer is surely up against it "for fair."

#### THE BLACK LIST

We used to hear much about the "black list" some years ago, but of late it is rare to hear any reference made regarding it. This does not prove it does not now exist. It may be more truly said that it proves the "black list" to be so general, and so firmly established as to defy criticism, or any influence looking toward its discontinuance, that it has really become a fixture.

In former years when an engineer "lost out" he would often find that the bars of employment were against him on some railroads, and this fact was the cause of much unfavorable comment from many sources, even outside of railroad circles. To say that a man should be denied employment at his regular occupation, in the learning of which he had devoted the best years of his life, was something contrary to the popular sense of justice, or common fair play; in fact, was decidedly un-American. It is different today, in this much, that instead of an engineer being barred on some roads, as formerly, he is practically outlawed by all railroads in the matter of getting employment.

It is evident that this general "black list" is one of the means employed to keep the engineer in subjection. Being the recognized union leaders, it was thought to be a good policy to hold them down and thus stem the tide of organized force represented by the other employees in train service. But what has been the result, even when viewed from the most liberal standpoint? Surely nothing creditable to those who conceived and put the idea into operation. The fact of engineers knowing that if they lost out they might not be able to again get employment running an engine has not in the least deterred them from asking for what they knew to be fair, and if now and then one of them "loses out," and though it be forever, it has only the same influence on those remaining in the service as

would the death of a soldier comrade to those still in the battle line. Repression as a means to control human nature has been a failure wherever tried. The Russian as well as other Governments have demonstrated that in the past, and the railroads are proving it most conclusively during latter years.

The logical effect of that policy is to destroy loyalty of the workman, which embraces all that goes to make for good service. When the relations between the company and its engineers become a game of retaliation, when the company holds back all it can that might lighten the labor of, and add to the comforts of, the engineer, then, as is entirely human, the engineer retaliates with interest. It may be some satisfaction for those who fathered the system to know that the men in the ranks are contending with conditions that are manifestly unfair, but he perhaps feels that it is about the only weapon he is still free to use on what he seems to regard as the common enemy and he wields it with a spirit of retaliation on those who he considers as being responsible for his having been shorn of much of the prestige and authority of other days, when his will was law, and an employee's request for fair play was regarded as a joke.

Looking back over the past we can see much failure of plans calculated to hold the men in subjection at low wages, and under conditions that were often simply vicious in their character. At one stage it was the plan to keep so many men in the operating force that there would be practically two crews for each train run. This system was designed with the evident purpose of keeping down the earning power of the men so that in their poverty they would be easily made to feel that the half loaf was better than no bread. When improvement of any kind was requested the employees were told, "We are doing as well as other roads operating in the same territory," which was usually true. But the railroads stretched that policy beyond its elastic limit and it broke. Men had conceived the idea that such concerted action on the part of their employers must be met with a similar united force, the result of which was represented

in the first concerted movement for a standardized adjustment of wages,

Then we witness a change to the other extreme by which the working force was reduced to the smallest limit possible to handle the traffic; men were refused lay-off in some places, unless a doctor's certificate showing actual disability accompanied the request. They were also forced to follow their turn to the 16-hour limit so the big earning power of the engineer would stand in the way of any further requests from him that would be "expensive to the company" as well as annoying to the management, and the logical result of that policy we find in the recent Eight-Hour Movement. It was ever thus.

It will ever be so, no doubt, where human nature is dealing with its kind. On the one hand we have intelligent, ambitious men representing the railway's interests, making every possible, though often misdirected, effort to advance their own, as well as the interests they serve, regardless of the effect on the rank and file under their control. On the other hand we see labor organized, united, progressive, wise from past experience, not, as formerly, merely asking for fair play, but actually demanding it, and while this near warfare is going on, we are furnished with another lesson showing that repression, by black list, or any other means, to control the human factor, which does not recognize its human rights, must always result in failure.

Yes, the black list is still in operation. It is so general as almost to furnish no exception, and, to say the least, it is a most damnable system. To say that if a man loses his position on the railroad, he is forced to become a derelict, or engage at some common, unremunerative labor the rest of his days, is a most inhuman edict. The man who follows the railroad during the best years of his life is worthy of more humane consideration, but the doors are closed against him. "We make our own engineers" is the sign hung out practically everywhere, and though its influence for the purpose it was originally intended has proven fruitless, it is still retained, a symbol of an industrial barbarism that is with us, even today.

# Labor Digest

A COLLECTION OF EXPRESSIONS OF OPINION  
OF INTEREST TO OUR CLASS, WITH  
EDITORIAL COMMENT.

## Why Unions Are Necessary.

Our workmen are driven into the unions for self-preservation. The large employers, whether individuals, firms or corporations, have come to regard those who work for them as so much machinery, instead of as human beings, and seem to have lost sight of the fact that every workman is an individual.

In many cases the employers do not know, nor do they care, how their employees live, what they receive in wages, whether they are married, with families to support, or not, or whether they are ill or well. All that interests them is the amount of work that they can accomplish.

If the large employers of labor would adopt again the rule of Moses, approved by the Christian teachers, and assume a personal responsibility for those under their charge, there would be few or no industrial disturbances and hardly any social problems. Unions would be unnecessary, for all that could be done fairly and properly for laboring men would be attended to by the employer.

Legislation will never adjust permanently the relations of employer and employee. We will stumble along somehow until a better understanding of our duty to one another comes to all of us so strongly that every employer will see to it that those who work for him are properly cared for, because it is his moral duty to do so.—*N. Y. Observer.*

## Low Wages Menace to Civilization

*The Evening Bulletin* of San Francisco is not impressed with the steel trust's wage increase of 10 per cent or \$1,500,000 to its 250,000 employees. *The Bulletin* editor says:

"This indicates an average annual wage of about \$660 per man. The same result is obtained by multiplying the rate per hour—22 cents for unskilled labor—first by 10, as the average num-

ber of hours worked in a day, and then by 300, which is probably above the maximum number of days worked in a year. It has been a foresighted policy among steel manufacturers, blessed as they have been with an unlimited supply of unskilled labor from abroad, to attach to their service a number of men considerably in excess of those that they could employ at one time, or at least for any appreciable time.

"Besides this, it has to be remembered that the \$660 rate is an average, and that there must be wages which fall below \$660. Seven hundred dollars a year, according to the careful computations of numerous investigators, is the minimum amount on which the average working-man can bring up a family in bare decency. 'Bare decency' excludes nearly everything that we call luxuries. It signifies a condition under which a working-man is practically, in brutal terms, no better off than a breeding animal."

## The Mother's Cross

The soldier who dies in battle gives to his country all he has—his life. He is a heroic figure and his supreme sacrifice always remains a sacred and glorious memory.

But ordinarily he does not suffer for his country. Usually he is a young man and he takes the hardships and danger of his lot with a light heart. In the terrible trenches of Europe the fighters are cheerful and often gay. When the end comes it comes swiftly. The soldier's death agony, if he has any at all, is nearly always brief.

A different story has to be told about the mothers of these young men. When their sons go forth to battle, they know better than these youthful recruits what it means, as did the English woman who said, with dry eyes: "My five boys have gone; I feel that none of them will come back." A Toronto newspaper truly says of the 12,000 Canadian mothers who have lost sons in this war: "The sacrifice made by the wife, the sister, is very great, but the sorrow of the mother is a thing sacred and apart, for they have COUNTED IN ADVANCE the utter price and died a

thousand deaths as they waited and prayed."

So it is a fitting and a worthy thing that it is now proposed to bestow upon each of these 12,000 bereaved Canadian mothers a Maltese cross of silver as a token of their country's appreciation of their sacrifice. Not with pride will they wear this simple little cross, they are bearing a greater one already, but it will be a holier emblem, and one more revered than ANY WHICH THE VALOR AND DEVOTION OF MEN CAN WIN.  
—*Cleveland News*.

However much we may commend the cross to these mothers, or extend sympathy to them, we cannot obscure the thought that the most of these husbands and sons are breadwinners, working men who make the sacrifices for country, but who had no voice in creating the antagonism which made the sacrifice necessary. The time ought to come when these great and grave questions are settled by a referendum vote of all the people, and not by the few who happen to be in authority over national affairs. EDITOR.

#### President Names Defense Advisers

President Wilson has announced the names of the seven members of the new Advisory Commission, to be associated with the Council of National Defense created by the last Congress.

At the same time the President declared he hoped the Council would become "a rallying point for civic bodies working for the national defense."

"The Council of National Defense has been created because the Congress has realized that the country is best prepared for war when thoroughly prepared for peace," said the President.

"From an economic point of view there is now very little difference between the machinery required for commercial efficiency and that required for military purposes.

#### COUNCIL'S CHIEF FUNCTIONS

"The Council's chief functions are:

"1. The coordination of all forms of transportation and the development of means of transportation to meet the military, industrial and commercial needs of the nation.

"2. The extension of the industrial mobilization work of the Committee on Industrial Preparedness of the Naval Consulting Board. Complete information as to our present manufacturing and producing facilities adaptable to many-sided uses of modern warfare will be procured, analyzed and made use of.

"One of the objects of the Council will be to inform American manufacturers as to the part which they can and must play in national emergency.

"The personnel of the Council's advisory members, appointed without regard to party, marks the entrance of the non-partisan engineer and professional man into American governmental affairs on a wider scale than ever before. It is responsive to the increased demand for and need of business organization in public matters, and for the presence there of the best specialists in their respective fields."

#### PERSONNEL OF COMMISSION

The seven members of the new Advisory Commission are:

Samuel Gompers, president of the American Federation of Labor.

Daniel Willard, president of the Baltimore & Ohio Railroad.

Dr. Franklin H. Martin, of Chicago.

Howard E. Coffin, of Detroit.

Bernard Baruch, of New York.

Dr. Hollis Godfrey, of Philadelphia.

Julius Rosenwald, of Chicago. —*New York Observer*.

#### The Scab Defined by an English Lawyer

At a conspiracy trial, held in England, the prosecuting counsel gave the following definition of a scab:

"A scab is to his trade what a traitor is to his country, and though both may be useful in troublesome times they are detested by all when peace returns, so when help is needed the scab is the last to contribute assistance and the first to grasp the benefit he never labored to secure.

"He cares only for himself; he sees not beyond the extent of a day, and for a monetary approbation he would betray his friends, family and country. In short, he is a traitor on a small scale who first sells the journeymen and is afterwards

sold in turn by his employer until at last he is despised by both and deserted by all.

"The modern strikebreaker sells his birthright, his country, his wife, his children and his fellow workmen for an unfulfilled promise from a trust or corporation.

"Esau was a traitor to himself. Judas Iscariot was a traitor to his God. Benedict Arnold was a traitor to his country. A strikebreaker is a traitor to his country, to his family and to his class. A real man is never a strikebreaker. Be a man!"—*N. Y. Observer*.

### Mr. Dooley Discourses the Open Shop

BY FINLEY PETER DUNNE

"What is all this talk in the papers about the open shop?" asked Mr. Hennessey.

"Why, don't ye know?" said Mr. Dooley. "Really, I'm surprised at yer ignorance, Hinnissey. Whut is th' open shop? Sure, 'tis a shop where they kape th' dore open t' accommodate th' consthant sthream of min comin' in t' take jobs cheaper thin th' min whut as th' jobs.

"'Tis like this, Hinnissey—suppose wan of these freebarn Amerycan citizens is wurkin' in an open shop for the princely wages of wan large iron dollar a day of tin hours. Along comes another freebarn son-of-a-gun an' he sez t' th' boss: 'I think I could handle th' job for ninety cints.' 'Sure,' sez th' boss, an' the wan-dollar man gets the merry jinglin' can, an' goes out into th' crool wurd t' exercise his inalienable roights as a freebarn Amerycan citizen and scab on some other poor divil.

"An' so it goes on, Hinnissey. An' who gets th' benefit? Thru, it saves th' boss money, but he don't care no more for money than he does for his roight eye. It's all principle wid him. He hates t' see min robbed of their independence. They must have their independence, regahrdless of inything ilse."

"But," said Hennessey, "these open shop min ye minshin say they are fer th' unions, if properly conducted."

"Shure," said Mr. Dooley, "if properly conducted. An' there ye are. An' how wud they have thim conducted? No strikes, no rules, no contrhacts, no

scales, hardly iny wages, an' damn few mimbers."—*N. Y. Observer*.

### Will Fight Adamson Law

A conference was held in New York on November 14, 1916, between the representatives of the nation's railways and the representatives of the 400,000 Brotherhood employees, looking toward an adjustment of their newly formulated differences on interpretation of the Adamson eight-hour law, and at this meeting the attitude of the railways was summarized in this statement issued by Elisha Lee:

"We are all agreed to fight to the end. The means to be employed were fully discussed and the consensus of opinion was that it was necessary to file suits questioning the constitutionality of the law in every federal district court in which the affected railroads operate."

With this knowledge, the meeting was not resumed.

Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, summed up the Brotherhood's side of the case as follows:

"The situation is closed in so far as we are concerned. We are not at all alarmed. We know what President Wilson intended we should have. We know the legislation he outlined to our 600 chairmen in the White House. I feel confident that if the present law does not give us the eight-hour day, the President will give us a law that will."

### A Protest Against Working Seven Days Per Week

BY CHARLES STELZLE

*Field Secretary, the Federal Council of the Churches in America*

Shall an industry which already employs its men twelve hours per day in jobs which require great physical endurance be permitted to work these men seven days per week throughout the entire year?

This in substance is the question which the State Industrial Commission of New York has been called upon to determine. The Lackawanna Steel Company—just outside of Buffalo, and employing 7,000 men—has asked for exemption from the one-day's-rest-in-seven law. It desires

the Commission to legalize its present unlawful practice of employing its men continuously. The final disposition of this matter is of importance not only to the men employed in the steel plant, but to every workingman throughout the country.

No objection is made to continuous operations in such departments as are of necessity run continuously because of technical reasons—we protest against the men being worked continuously.

The company insists that the machinery in its plant be repaired at stated intervals and that its furnaces must be relined once every seven days. This, the company declares, requires the continuous service of its men. Do not these men also require rehabilitation and recreation? Isn't a man worth more than a machine?

A man who works seven days per week continuously has a very poor chance to develop as a man, a citizen, a father and a husband.

All the tendencies in industrial life are toward the shorter workday on account of the increased strain being placed upon all workers. The steel plant is run on a twelve-hour basis—four hours longer than the generally accepted working period—and now asks permission to crown the evil of a twelve-hour day by the elimination of any day of rest.

Seven-day labor has been condemned by practically all who have given the question serious thought—legislators, social workers, workingmen, churchmen, physicians, and employers. A committee appointed by the English Government to consider the health of munition workers reported that a weekly day of rest must be allowed. If this recommendation, made in the interest of winning a war, is accepted, is a nation at peace likely to serve its ends best by following an opposite course?

It is argued that the men prefer to work continuously. It has always been possible to secure petitions protesting against a reform measure even from those who would be most directly benefited. There are two reasons why a man may want to work a seven-day week. First, because his wages have been so small that he is compelled to work; and,

second, because he has become so sodden on account of the seven-day week that his finer sensibilities have become so blunted that he prefers to work seven days per week rather than to spend one day per week with his family or in the development of his better self. This is one of the strongest arguments against continuous labor.

It is contended that a workingman has a right to work seven days per week if he prefers. There is no such thing as absolute personal liberty in a democracy. A man may exercise his personal liberty only in so far as it does not injure someone else. The chief consideration is not the individual, but society. If working continuously is a bad thing for the workingman himself, for his family and for the State, then society has a right to insist that not only shall the State be protected but that the State must protect such a man against himself. This principle is accepted in practically every human relationship.

If exemption is granted the Lackawanna Steel Company, other industries in the State which are also "continuous" will ask for similar exemption. Probably fifteen per cent of all the workers in New York State are engaged in occupations requiring seven-day labor. This would involve several hundred thousand workers.

Even though every social and economic argument should fail, we should still be compelled to answer the challenge of the decalogue: "Six days shalt thou labor." Commerce and industry must conform to moral standards—not moral standards to the convenience of commerce and industry. The Federal Council of the Churches in America, representing 30 leading Protestant denominations, which contain 140,000 local churches, having a membership of nearly 18,000,000, earnestly protests against granting the request of the Lackawanna Steel Company, not only upon a moral and religious basis, but for social and economic reasons. Representing the Federal Council, the writer made a two days' study of the living conditions of the steel workers in Lackawanna, and appeared at the hearing of the Industrial Commission to argue against the request of the Steel Company.



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DECEMBER, 1916

## Christmas

To make Christmas one of "glad tidings," we should remember that the keynote of the life the day commemorates was love, and if we are imbued with that thought there will be good cheer in our greetings, "A Merry Christmas to You," which is the password of good-fellowship of mature mankind the world over, as Santa Claus is the spirit of faith and gladness to the childish mind.

Christmas is essentially a children's festival to impress upon their minds the birthday of Him who gave the great promise, and in thankfulness we feast and make the day merry, make their childish hearts glad, their minds filled with beautiful thoughts and their lives sweetened by the magic touch of those who have grown out of the child's kingdom, and who find the purest joy of their adult years in their preparatory thoughts and love tokens for Christmas, and in looking into the glad eyes of the loved ones on Christmas morning.

If we do little or much, in accordance

with our means, we shall find Christmas joy just in proportion as we strive to kindle it in others.

The home is naturally first in our thoughts, but none should be forgotten in love tokens, even if it is no more than a kind word and an expressive look readily understood.

The mother should get recognition of a return of the great love she has always bestowed. The father deserves a place in the demonstration, and if there be grandparents their special need of the touch of love should never be forgotten—none are more appreciative.

When we have looked about us, and find those in the shadow of distress, mental or physical, and have let in the light of the spirit of Christmas by a kind word, and deed if needed, we shall get the sure reward that love kindles in other hearts.

May there not be one of our great fraternal family who is unhappy from any cause, left undiscovered, and kind words and acts of cheer extended to them so they may share in the uplifting influences of the period.

There are other means of contributing to the Christmas needs. Associations which hunt out the poor who are without food and whose children have no call from Santa Claus, and who shiver in their poorly provided quarters cut off from the Christmas joys they see others have, their minds embittered because of the apparent inequality, and these associations doing even a little for each, makes them feel that there are those who care, and gives them a desire to be worthy members of the community, so this work, and that of the Salvation Army, with their appeal and basket in which to drop a coin to help feed the famished, are worthy of what help we may give, all of which tends to create a sentiment that is moralizing and Christianizing in its tendencies, the wealthiest and the poorest, the most intellectual and the most debased, each has its special lack, and it is the task of individual and organized charity and benevolence to study the needs of those who are too poor to help themselves, and Christmas day is the opportune time to do the most good in this work.

We in America are blessed with peace and a degree of liberty and opportunity beyond other nationalities, and we may at least give loving sympathy to the struggling masses of the nations at war, those who are listening to the roar of the cannon, and sacrificing life for country, as they doubtless see it, while those at home think of them with fear and trembling for their safety.

And we may consistently think of them and wish that peace, a Christmas festival, and loving fellowship might be substituted for the great struggle for commercial supremacy, and that reason and humanity may assume the supremacy over gold, and join with Whittier in his poem, "A Christmas Carmen," in which he says:

Sound over all waters, reach out from all lands,  
The chorus of voices, the clapping of hands;  
Sing hymns that were sung by the stars of the morn,  
Sing songs of the angels when Jesus was born;  
Bring glad jubilation, bring hope to the nations,  
The dark night is ending, the dawn has begun;  
Rise, hope of the ages, arise like the sun,  
All speech flow to music, all hearts beat as one.

Sing the bridal of nations with chorals of love,  
Sing out the war-vulture and sing in the dove,  
Till the hearts of the people keep time in accord,  
And the voice of the world is the voice of the Lord;  
Clasp hands of the nations in strong gratulations,  
The dark night is ending, the dawn has begun;  
Rise, hope of the ages, arise like the sun,  
All speech flow to music, all hearts beat as one.

Blow, bugles of battle, the marches of peace;  
East, west, north and south let the long quarrel  
cease;

Sing the song of great joy that the angels begun,  
Sing of glory to God and of good will to men,  
Hark! Join in chorus, the heavens bend o'er us;  
The dark night is ending and dawn has begun;  
Rise, hope of the ages, arise like the sun,  
All speech flow to music, all hearts beat as one.

Christmas is the period of peace and good will, and we wish it to all the world, and especially to all our readers and members of our great family associated with the B. of L. E. and G. I. A. to all of whom the JOURNAL extends hearty greetings and a merry Christmas.

#### Indicted for Manslaughter, Freed

Bro. C. H. Mansfield, member of Div. 77, New Haven, Conn., engineer on the N. Y., N. H. & H. Railway, was in a wreck on the N. Y., N. H. & H. Railway at Bradford, R. I., on April 17, 1916. He was running the Gilt Edge Express, a

fast train, and ran into a delayed local passenger train standing just beyond the station signal tower. He testified that the distance signal indicated a clear track, and that he got the red light just before reaching it, and too late to stop his train in time to avoid the collision, and that he had not been notified that the local was on his time. But there were five people killed, and some one, it seems, had to be indicted, and not to involve the management and the equipment, it had to be the engineer, and on circumstantial evidence, a very one-sided procedure, but a common one under like circumstances.

An indictment is a serious thing, but the State must prove carelessness, or wanton disregard for rules of conduct laid down for the handling of traffic. This the State failed to do even with 23 days in court, which shows that every means was used to convict, the prosecution depending upon the railroad company for the evidence to convict.

Fortunately for Bro. Mansfield, he had an attorney who worked for his client. And as the case hinged upon the conduct of the man in the tower, and the reliability of the signal system, the attorney, Mr. J. J. Fitzgerald, of Providence, R. I., found a way to test the system, and was able to prove that it was defective, and that the tower man could correct his mistakes, when the system was locked, though the statement had been made that it could not be done.

The attorney got permission to visit one of the towers, and in the presence of the tower man and an expert signal maintainer, *kicked the gravity box*, and was able to manipulate the signal at will, the thing that was presumably done at the time of the wreck.

The attorney brought a signal, such as are in use on the New Haven Railway, into the court room, and there before the jury demonstrated that his contention was correct, and the jury brought in a verdict of *not guilty*, very much to the evident liking of the large number who had watched the trend of the case during the 23 days, as some 150 were present when the jury filed into court at half-past one o'clock in the morning to render its verdict.

After Brother Mansfield had been greatly distressed during the intervening seven months, and the defense costing more than five thousand dollars for an innocent man, the reader will probably be led to wonder where the indictment should have been placed, if placed at all, on the tower man, or on those responsible for the defective signal system? If the company had been indicted, and proven guiltless, would the county prosecutor have dropped the case, or switch the indictment over to the factor of evident responsibility?

We call attention to this phase of these cases because there is abundant evidence that they are one-sided in nearly all of them, and we do not believe that the owner of a signal system should be free from responsibility, while the man who risks his life by virtue of his confidence that the signal means at all times just what it is set to indicate, and set according to the rules with distance set to show what may be expected to follow, is so frequently indicted.

Indictments should not be used to shift responsibility, and an engineer should not be treated like an ordinary murderer because an accident has happened, unless there is an evidence of criminal carelessness. The engineers do not ask to be free of natural responsibilities, but they do ask for justice within the law, and that a better effort be made in these cases than the bias of a coroner's jury rendering a verdict while looking at the dead, feeling that they must indict some one, and the least important factor of responsibility is usually the one who suffers.

#### The Adamson Law and Its Application

Many of the railroad managements have filed suits in the Federal Courts to test the constitutionality of the Adamson Eight-hour Law, and Elisha Lee of the Managers' Association stated, "that they had all agreed to fight to the end, and to file suits questioning the constitutionality of the Adamson Law in every federal district court in which the affected railroads operate."

It was evident that the managers thought that the railroad organizations would be the defendants, hire lawyers, gather witnesses and pay the costs, but

they were informed that the U. S. Government would be the defendant in all these cases, and we surmise that this was quite disappointing to the managers.

While the law was evidently intended to be in the interest of the railroad employees, they did not seek it. They accepted it as a substitute for other demands, to prevent a strike. They believed the law was constitutional, and believe so now, and believe that the Government is quite capable of seeing that the law is defended, and of demonstrating that the Government did not give us a "gold brick," as asserted by those now seeking to destroy it.

One of the allegations against the bill is "that it is unworkable"—a queer contention. There was a time when there was no limit to anything but the pay. We finally got a twelve-hour day established, then got that reduced to a day of ten hours, when overtime was figured on the basis of ten miles an hour multiplied by the rate per mile the engineer was getting. The managers did not like the change, because it increased the price of overtime, but they had no trouble in applying it, and there is no change in the rate per mile in applying the Adamson Law, but it does make an increase in the cost of overtime. Trains that get over the road in eight hours are not affected at all.

Overtime will be increased 25 per cent, and, if they reduce the delays 25 per cent the application of the Adamson Law to road service would add no expense over present conditions, and would be a benefit to both the shipper and the railroads. There is a nine-hour and a sixteen-hour law now, and why is not the eight-hour-law as legal?

It is very evident that they do not want the law applied, and that they are trying to make the conditions as disagreeable as possible to the employees, not because they cannot apply it, for they know they can, but they have met with some disappointing defeats in what they desired, and they have become belligerent, and possibly to a degree to make their attitude a boomerang, as they are really fighting the Government which passed the law, and of which they have made a long list of

requests for favors which have not been granted. They have pictured all sorts of dire results to railroad interests if the Interstate Commerce Commission does not grant them an increase in freight rates, but the Commission is a direct representative of the public, and is governed largely by the attitude of the public and Congress. A reflex of the latter opinion is evidenced in a resolution by a Republican Senator, Robt. M. La Follette, which created a Valuation Commission for the purpose of basing rates for the railroads.

This Commission has just made its first report on railway property valued at \$35,000,000. The Commission says it could be reproduced for \$22,716,886, but taking account of leases, that the present value is put at \$24,154,998.

This shows what is called water to the amount of \$10,845,000, or about 35 per cent, and this report evidently does not tend to modify their ruffled feelings.

We have believed the roads were entitled to more liberal treatment, but have recognized the fact that reckless manipulation of stocks in these properties, and pouring water into them to the detriment of stockholders who have no voice in the management, has always stood in the way, and we do not think their present attitude will bring them desired results.

The management of the railroads, the Manufacturers' Association, and the Chambers of Commerce are evidently all linked together in this Eight-Hour-Day court proceeding.

The abolition of the Taylor System of speeding up, and premium for high speed, and the eight-hour day, is not at all to their liking, as they establish a precedent that is human, and they are looking at nothing but profits, and care little about how they get them.

#### Attitude of the Moneyed Class

We have maintained from the start, that the attitude of the presidents and managers of the roads reflected the influence and wishes of Wall Street, the employing class and the chambers of commerce of the various cities, with their lobby in Washington, and now comes the report of the formation of a National Conference

Board, composed of capitalists and employers, who claim to represent a capital of \$3,000,000,000, and to have in their employ several million persons.

The declared purpose of this conference board is stated to be, to watch industrial legislation, and to see that favoritism to labor shall be eliminated.

The United States Chamber of Commerce (the Washington lobby) is reported as having adopted a resolution for a referendum on the matter of legislation to prevent interruption of transportation service pending a settlement of differences between the railroads and their employees, and to make certain that the transportation facilities may be stabilized, etc. We suppose the subject will be referred to the various chambers of commerce.

It will be seen that the moneyed class are assuming the role of the boss, which accounts largely for the attitude of the railroad officials, the passage of the Adamson Law offering the opportunity for assuming a dictatorship, while the railroad officials play the small role of "pulling the chestnuts," a very peculiar situation for the great railroads, yet quite natural, as Wall Street and other capital in this group are large investors in the railroad properties.

That money interest, however, does not justify their presumption of dictating the conduct of the Government of all the people, of which they are a very small part in number, but they are aggressive, and if all other classes which go to make up the whole of the people are indifferent, they may succeed in accomplishing much that is inimical to the common welfare of the nation.

Money, no matter what the character of the men may be who possess it, or how oppressive they may be in manipulating it, possesses a commanding influence; in fact, it can buy influence, as it has always done, for good and bad purposes, and the people that would be adversely affected by legislation dictated by capitalists in their own interest, regardless of other interests, must recognize their own responsibilities, and make common cause against this kind of legislation, pushed through by an organized few by the use

of the wealth they possess, and this applies in a large sense to organized labor generally, and to the organizations in railroad service in particular.

It is reported that the companies have retained some of the highest-priced lawyers in the nation to fight the Adamson Law, and that the attack will be on the ground that it is in violation of the fifth amendment to the federal constitution, which declares that "no one shall be deprived of life, liberty or property, without due process of law."

They have evidently forgotten the Clayton Amendment, "that labor is not a commodity, and that the fifth amendment needs to be amended to include this fact as pertaining to liberty, and not property."

The evident intent in fighting the Adamson Law is to fight the rights of labor having a voice in the conditions under which they will serve, and it is evident they thought they would put the organization to a great disadvantage as presumed defendants of that law, and cause them to spend great sums of money.

While the orders will assist the defense with evidence if called upon, the fight against the law is a fight with the Government, and whatever the trend of events in the courts, no further evidence is needed that the time has come when it behooves all those who desire to preserve their liberties, and such commendable laws as the Clayton amendment, the Seamen's law, Child Labor law, Workmen's Compensation law, the Boiler Inspection law, the Adamson law, and to otherwise protect the interests of the common people of our country, must be on the defensive against encroachments of the organized money power which would destroy all these beneficent laws if they could carry out their wishes, as they are all in the way of desired profits.

The privilege of financial gain does not all belong to capital; he who labors has a right to a reasonable share of the increase from his labor, but from the present outlook, if he retains it, he must fight for it, and there is but one way to do that successfully—do as capital does, join the class your service represents, and as a unit make yourselves heard; make the

union a unit of activity; see that the senators and congressmen know your wants, and if it is desired that the present contracts with the various railroad companies are preserved which represent 50 years of earnest effort, the members of these Orders must act as one, whatever the emergency.

We do not want trouble, but the same class that are arrayed against us are constantly telling the people to prepare for war, and it is good advice for those who live by the sweat of their brow, and who, if the nation is to be defended, are the ones expected to go on the firing line, risk their lives, and use the ammunition, while the manufacturers stay at home and gather in the profits.

### Benefits of Organized Effort

Every man running a locomotive knows, if he thinks at all of the common welfare, that the safety devices on the machine he handles, every increase in wages, every decrease in hours, and every safeguard of individual rights, is due to organized effort, and if we are to maintain what we have, we must be as near a unit as possible. We qualify this because we know there are a few who are willing to take the benefits they know are due to the efforts of others without even "thank you," but if all others will stand in line we can accomplish much, even if these few loan their influence to our opponents.

The importance of the man who stands alone, to the employing class, is well illustrated in what George R. Drysdale, treasurer of the Arizona & New Mexico Ry. Co., is reported as saying in an address to the Society of Railway Financiers in Washington, D. C., who stated that nearly all the employees of his company were Mexicans who could not read nor write, and that thumb prints were the means used to get receipt for wages, and suggested that this means could be introduced into the financial system of the larger roads—the man, the machine, the dollar.

### LINKS

A joint meeting of the four Orders, B. of L. E., B. of R. T., B. of L. F. & E. and O. R. C. will be held on December

31, 1916, at 2 p. m., in I. O. O. F. Hall, Hask Block, Cedar Rapids, Iowa.

E. H. SNYDER, Sec.-Treas.

GET-TOGETHER joint union meeting of the Big Four Railroad Brotherhoods, the B. of L. E., B. of L. F. & E., O. R. C. and B. of R. T., will be held in Masonic Temple, Florence, S. C., Sunday, Dec. 31, 1916, at which we hope to have a system meeting. Every member of the B. of L. E., O. R. C., B. of L. F. & E. and B. of R. T. is cordially invited, as we wish to have a number of prominent speakers present. Don't forget the date and place

J. G. HOOVER, Chr.

J. M. WELLS, Sec.

JAMES M. CRAMER, Secretary-Treasurer Div. 454, B. of L. E., was born March 21, 1875, at Mifflin, Pa., and at a very early age quit public schools and went to work as "devil" on a newspaper. In June, 1889, started to work for the P. R. R. as laborer on track, shop and ice plant. In 1892, before he was 17 years of age, started firing out of Conemaugh on Pittsburgh Division of the P. R. R.; in 1896 was transferred to Everson on South West Branch P. R. R.; in '98 when "Uncle Sam" called for volunteers he and the writer walked to Mt. Pleasant from Scottdale, and enlisted in Co. E, of the 10th Pa. Vol., and went to the Philippines and participated in fights with the enemy. On one occasion Brother Cramer and myself were among 13 who volunteered to go out and try to rescue three American soldiers that had been surrounded by Filipinos, and had a very narrow escape from capture. After muster out of the regiment returned to service as fireman on the P. R. R., and was promoted to engineman January, 1901. In 1911 Brother Cramer was candidate for Treasurer of Westmoreland County against a seasoned politician, and although his party was 20,000 in minority in registered voters he won out by a handsome majority, and was the first Democratic Treasurer of Westmoreland County in 20 years. After serving his office with credit to himself and supporters he again went back to the throttle, and was chosen by the Democrats of Pennsylvania to be

their standard-bearer for State Treasurer at the polls on November 7, 1916.

H. M. KINKEAD, Div. 454, B. of L. E.

JAMES A. SHEPHERD, superintendent of terminals at Kansas City for the Missouri Pacific Railway Company for five years ending November, 1916, resigned his position to accept the position of president and general manager of the Trans-Mississippi Terminal Railway Company at New Orleans.

Mr. Shepherd, during his years at Kansas City, demonstrated by his conduct that he has that high regard for his co-employees, even though they be his subordinates, that a true man should have. His every act was gentlemanly, his relation to employees that of a man and brother. The man whose case was just need have no fear of his action.

NOW, THEREFORE, Be it resolved by S. H. H. Clark Div. 491, Brotherhood of Locomotive Engineers, that by reason of the premises we regret that Mr. Shepherd is leaving Kansas City. But, on the other hand, we congratulate him on his well-merited advancement.

BE IT FURTHER RESOLVED, That a copy of these resolutions be forwarded to Mr. Shepherd.

Adopted this fifth day of November, A. D. 1916.

W. HEFFERMAN, C. E., J. CORRIGAN, Sec.,  
M. J. PHELAN, G. MUGLER,

N. E. KINGSBURY, Committee.

J. E. MORAN, G. C. of A., M. P. & I. M. S.

ON October 16, Mr. T. O. Sechrist, Master Mechanic at Nashville, was appointed General Master Mechanic, with jurisdiction over the entire system of the Louisville & Nashville R. R.

During the two years that Mr. Sechrist was master mechanic at Nashville the men at this point became very fond of him; and while we regret to give him up as master mechanic we are glad to see him going higher up, and extend to him our heartiest congratulations, and assure him of our continued loyalty and co-operation in his new position.

On account of the promotion of Mr. T. O. Sechrist, it gives us pleasure to announce the promotion of another of our

Brothers to the position of master mechanic.

Effective October 16, Brother J. L. Enoch was appointed master mechanic at Nashville, with jurisdiction over the L. & N. Terminal Co., as well as supervision over the engineers and firemen on three main line divisions of the L. & N. R. R. entering this point.

Brother Enoch has been with the L. & N. since he was 18 years old, having served the company in the various positions of fireman, engineer, traveling engineer, foreman, general foreman at Earlington, Howell and Nashville, and his promotion at this time is further evidence of his ability as well as being a deserved recompense for his faithful service.

He has been a faithful member of the B. of L. E. since he was 21 years old, having joined Div. 129 about 26 years ago. He is at present an honorary member of Div. 473, of which Division he was a charter member.

The members of Division 473 wish to congratulate Brother Enoch, and assure him of their pleasure in having him for master mechanic.

A. B. FALKNER, Sec.-Treas. Div. 473.

ON September 21, 22 and 23, there was a street fair held in Freeport, Ill., and an industrial parade was a feature on the first day of the fair.

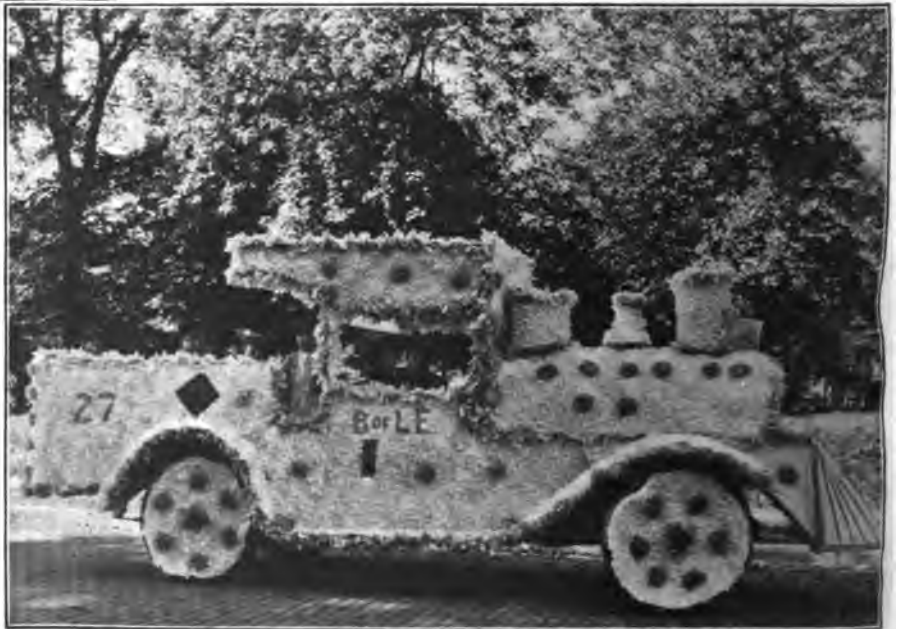
The members of the Brotherhood turned

out in the parade and also had a float in the parade which attracted more than ordinary interest. The float was a handsome floral design made to represent a locomotive. The design was all that could be desired, and was typical of the Order which was represented.

Bro. Wilbur Vipond, Chief Engineer of Div. 27, B. of L. E., of the Illinois Central Railroad, deserves much credit for the handsome float, as he, with the assistance of Bro. A. G. Stearns, was very actively engaged in designing the magnificent piece of work, which elicited spontaneous applause from the spectators who thronged the sidewalks of the principal streets where the parade passed.

Alvin Luecke, a former member of the B. of L. E., also came in for a portion of the praise, which is justly his due. Mr. Luecke devoted a large portion of his time several days previous to the parade in working upon the automobile float, and with Brothers Vipond and Stearns produced an effect which was a complete work of art, and a surprise even to those who knew what the design was to be.

Freeport has some first-class workers in the Brotherhood, who are on the job all the time, and the Brothers in other cities who think that we are spending our days in the land of nod had better take a tip, and when they want any real first-class decorating done on gala days, send for the Brothers who made a name for



B. OF L. E. FLOAT IN THE STREET FAIR, FREEPORT, ILL.

Courtesy Bro. T. A. Kyle, Sec.-Treas. Div. No. 27,

themselves with the creation they made for the Freeport celebration.

Fraternally yours,

T. A. KYLE, S.-T. Div. 27.

ON Sept. 8, Ladies' Auxiliary, Canadian Northern Div. 558, was organized by Sister L. L. Collier, and without a doubt she is a marvel at the work. There were sixteen charter members, and you can't find sixteen better looking ladies from Cleveland to Rainy River. I am sorry I cannot prove this by a photograph, but may in the near future. In the evening there was installation of officers, and they took their stations like drilled soldiers, under the command of Sister Collier. The Brothers of Div. 749 received an invitation to attend the installation, and there were a goodly number of them in attendance. The Sisters proved to the Brothers by the table they set that they knew how to satisfy our longings, as I believe it was the first time that some of the Brothers really got so many good things to eat; and the best of it was that you had a choice of partner to dine with. I wanted to take three or four with me, but Brother D. P. beat me out of some. After lunch the evening was spent in playing games and making merry until the wee small hours of the morning, all returning home satisfied that our Auxiliary, under the able management of President Sister D. E. McKenzie, Vice-president Sister H. N. Smith, Secretary Sister F. Flanders, Treasurer, Sister J. F. Callan, is sure to prosper, as they are all capable.

The members of Div. 749 wish me to express a vote of thanks for our evening's pleasure.

Hoping that Div. 749 will soon be able to return the compliment, I am,

Fraternally yours,

MEMBER DIV. 749.

A UNION meeting was held in Florence, S. C., Oct. 29, 1916, which was well attended.

Meeting called to order by J. G. Hoover, of Pee Dee Div. 265, B. of L. E., J. M. Wells, Palmetto Lodge 826, B. of L. F. & E., acting secretary. G. W. Laughlin, of Pee Dee Div. 265, delivered an address explaining the purpose of the meeting, also read a communication from Congressman Ragsdale, who had been invited to address the body, but was unable to attend on account of being engaged to deliver an address in Philadelphia. Mr. Jones, of Cape Fear Div. 271, of the O. R. C., of Wilmington, N. C., gave a very interesting talk of a get-together meeting held at that place on Sept. 3, at which there was a good attendance and much good done in getting the men interested in such meetings, and closed his address by stat-

ing that there was a very nice contribution raised for the Wilson campaign fund. Mr. Jones was followed by Mr. Peacock, of Div. 314, B. of L. E., who talked at length on the subject of the future welfare of the railroad Brotherhoods, the advantages and benefits of union meetings, and their connection with future probabilities.

Mr. Peacock was followed by Mr. Hunter, of Filyou Div. 455, of the O. R. C., who also gave a very interesting talk in regard to the benefits of union meetings and the future welfare of the Brotherhoods, and called the attention of all present to the necessity of all members getting more enthusiastic in regard to same, which would bring out larger crowds and cause the men to get closer together. Mr. Hunter was followed by Mr. Laughlin, of Pee Dee Div. 265, who again took the floor, read some very interesting notes in regard to the strike vote previously taken, the Eight-hour law, its benefits and hardships as seen by capitalists and their friends, as presented to the public in the Atlantic Coast Line folders, and was followed by Mr. Jones, of Cape Fear Division 271, O. R. C., who gave a very interesting talk in regard to advertisements in Atlantic Coast Line folders and newspapers on same subject. Mr. Jones was followed by Mr. J. B. Houston, of Pee Dee Division 265, one of our retired engineers, who has been in the service of the A. C. L. for forty years, who is still an active member in the Division and always gives good advice to the men of the younger class; he made a very interesting talk in regard to the future welfare of the Brotherhoods and their objects. Mr. Houston was followed by:

Mr. J. S. Leary, of Div. No. 265, B. of L. E.; Mr. J. E. Wood, of Lodge No. 652, B. of R. T.; Mr. Monk, of Lodge No. 652, B. of R. T.; Mr. S. B. Hunter, of Div. No. 455, O. of R. C.; Mr. A. H. Holter, of Div. No. 265, B. of L. E.; Mr. Jim Carr, of Div. No. 535, O. of R. C.; Mr. J. G. Hoover, of Div. No. 265, B. of L. E.; and Mr. S. T. Seymour, of Div. No. 265, B. of L. E., all making very interesting talks on the subjects above mentioned and the advantages of get-together meetings among the men. They were followed by Mr. J. M. Boylston, of Palmetto Lodge 826, B. of L. F. & E., who dwelt on the above subject, and the poor conditions of firemen on the A. C. L., and asked the members of the other Brotherhoods present, which were well represented, for some future consideration and assistance. He was followed by Mr. J. M. Wells, Palmetto Lodge 826, who called the attention of the men present at the meeting to the conditions of firemen on the A. C. L., they being the only labor or-



ganization not working under agreements with the company, the need of assistance for their future welfare, and the purpose of the meetings and benefits of working together, and spoke of the disappointments of the different Brotherhoods not having any Grand Lodge Officers present, and that we hoped to be able to overcome this at our next meeting, after which it was decided to elect some new officers for our next meeting. Nominations were in order and J. M. Wells elected Secretary unanimously, S. T. Seymour and G. W. Hilton nominated for Assistant Secretary, Mr. Hilton being elected. The following committee was appointed to solicit speakers for next union meeting, which is to be held on December 31, 1916: G. W. Laughlin, B. of L. E., J. E. Wood, B. of R. T., S. B. Hunter, O. R. C., and J. M. Boylston, B. of L. F. & E. Moved and seconded that Divisions of B. of L. E., O. R. C., and B. of R. T. Brotherhoods pay the expense of this meeting; motion carried, minutes read for corrections, and meeting closed with seventy-two members present.

J. G. HOOVER, Chr.  
J. M. WELLS, Sec.

### SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will please correspond with the Sec.-Treas. of their Division immediately.

203—Fountain Roberts.

Wanted—To know the whereabouts of John Billman, 44 years of age, who left home May, 1908. He has black hair, gray eyes, is six feet tall and weighs 220 pounds. His wife died the year he left home and his daughter is anxious to hear from him. Kindly address any communications to Thos. Bemis, Jr., Albion, Ind.

### OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., Oct. 23, derailing of engine, Bro. Elmer E. Button, member of Div. 1.

Jackson, Mich., Nov. 6, heart disease, Bro. W. E. Brewer, member of Div. 2.

Toledo, Ohio, Oct. 12, Bro. J. H. Davidson, member of Div. 4.

Hot Springs, Ark., Nov. 2, gangrene, Bro. H. Presley, member of Div. 8.

Buffalo, N. Y., Oct. 30, Bro. Geo. Wolfe, member of Div. 15.

Buffalo, N. Y., Oct. 26, typhoid fever, Bro. Frank J. Hathaway, member of Div. 15.

Marion, O., Nov. 9, heart trouble, Bro. A. H. Jourdan, member of Div. 16.

Logansport, Ind., Nov. 5, pulmonary tuberculosis, Bro. Arthur Knill, member of Div. 20.

Terre Haute, Ind., Nov. 7, operation, Bro. Geo. E. Viquesney, member of Div. 25.

Washington, N. J., Oct. 7, stomach trouble, Bro. John W. Gary, member of Div. 30.

Clifton Forge, Va., Oct. 20, apoplexy, Bro. G. W. Kincaid, member of Div. 38.

Jefferson City, Mo., Oct. 13, asthma, Bro. C. W. Ward, member of Div. 48.

Jersey City, N. J., Oct. 21, fatty degeneration of heart, Bro. Albert Peterson, member of Div. 53.

Jersey City, N. J., Oct. 23, pernicious anemia, Bro. Wm. Jennings, member of Div. 53.

Pawtucket, R. I., Oct. 19, general paralysis and abscess on brain, Bro. Albert J. Henry, member of Div. 57.

Rock Island, Ill., Sept. 21, Bro. L. H. Morgan, member of Div. 60.

Rock Island, Ill., Sept. 1, heart failure, Bro. C. C. Pratt, member of Div. 60.

Somerville, Mass., Oct. 9, paresis, Bro. J. L. Francis, member of Div. 61.

W. Springfield, Mass., Nov. 9, heart failure, Bro. C. De Soe, member of Div. 63.

Worcester, Mass., Nov. 7, Bright's disease, Bro. S. P. Beverly, member of Div. 64.

S. Louisville, Ky., Sept. 11, Bro. E. T. Smith, member of Div. 78.

Moberly, Mo., Nov. 11, lung trouble, Bro. Ed. L. Du Bois, member of Div. 86.

Philadelphia, Pa., Oct. 23, cancer, Bro. Chas. H. Swem, member of Div. 109.

Oakland, Cal., Oct. 23, pneumonia, Bro. Wm. Scott, member of Div. 110.

Bucyrus, Ohio, Oct. 16, paralytic stroke, Bro. Wm. Risher, member of Div. 124.

Sanborn, Ia., Oct. 24, cancer, Bro. J. M. Hanson, member of Div. 131.

Caldwell, N. J., Oct. 19, Bro. Thos. Duffy, member of Div. 135.

Louisville, Ky., Oct. 20, paralysis, Bro. W. W. Richardson, member of Div. 165.

Cleveland, Ohio, Oct. 15, heart failure, Bro. B. E. Johnson, member of Div. 167.

Paterson, N. J., Oct. 30, complications, Bro. Wm. Rowland, member of Div. 171.

Denison, Texas, Oct. 20, leakage of heart, Bro. W. J. Bolton, member of Div. 177.

Little Rock, Ark., Oct. 23, pneumonia, Bro. B. Schimmelpfenig, member of Div. 182.

Palestine, Texas, Oct. 14, heart trouble, Bro. Amasa Edwards, member of Div. 194.

W. New York, N. J., Oct. 16, consumption, Bro. M. Murray, member of Div. 235.

Milwaukee, Wis., Oct. 18, killed, Bro. Robert E. Fitzgerald, member of Div. 249.

Raton, N. Mex., Oct. 19, old age, Bro. John Campbell, member of Div. 251.

Johnsonburg, Pa., Oct. 26, apoplexy, Bro. E. T. Hinckley, member of Div. 254.

Wilkes Barre, Pa., Sept. 8, cerebral hemorrhage, Bro. Henry L. Kock, member of Div. 263.

Brooklyn, N. Y., Nov. 1, cancer, Bro. I. Carleton, member of Div. 269.

Clifton Forge, Va., Oct. 14, heart trouble, Bro. J. A. Fox, member of Div. 271.

Juniata, Pa., Nov. 6, killed, Bro. W. A. Parker, member of Div. 287.

Altoona, Pa., Nov. 8, locomotor ataxia, Bro. Jas. A. Fox, member of Div. 287.

Altoona, Pa., Nov. 12, Bright's disease, Bro. C. C. Ehrenfeldt, member of Div. 287.

Chicago, Ill., Nov. 8, scalded, Bro. Leo J. Miller, member of Div. 294.

Michigan City, Ind., Aug. 23, pneumonia, Bro. H. F. McLean, member of Div. 300.

Binghamton, N. Y., Oct. 30, Bright's disease, Bro. Fred J. Flak, member of Div. 306.

## ADMITTED BY TRANSFER CARD

Derry, Pa., Oct. 19, paralysis, Bro. J. Rhodes, member of Div. 310.

S. Boston, Mass., Nov. 7, pulmonary tuberculosis, Bro. Chas. H. Rolt, member of Div. 312.

Alexandria, Va., Oct. 27, tuberculosis, Bro. D. Bryant, member of Div. 317.

Charlottesville, Va., Nov. 14, killed, Bro. Ed. Trumble, member of Div. 317.

Charlottesville, Va., Nov. 14, killed, Bro. Jas. J. Goodwin, member of Div. 317.

Augusta, Ga., Oct. 27, engine turned over, Bro. D. B. Printup, member of Div. 323.

Buffalo, N. Y., Nov. 9, hemorrhage of lungs, Bro. John B. Kinkade, member of Div. 323.

Cleveland, O., Nov. 11, struck by train, Bro. M. Hallis, member of Div. 329.

Alger, Mich., Oct. 26, cancer, Bro. David H. Ford, member of Div. 338.

Baltimore, Md., Oct. 23, paralysis, Bro. John J. Brady, member of Div. 352.

Martinsburg, W. Va., Nov. 2, neuralgia of heart, Bro. Thos. Nuckles, member of Div. 352.

Minneapolis, Minn., Oct. 13, killed, Bro. F. S. Shepard, member of Div. 357.

St. Paul, Minn., Nov. 7, heart failure, Bro. John J. Scanlon, member of Div. 369.

Lynchburg, Va., July —, heart trouble, Bro. O. A. Wygal, member of Div. 401.

Johnstown, Pa., Oct. 22, Bright's disease, Bro. Geo. W. Moyer, member of Div. 406.

Springfield, Ill., Oct. 25, old age, Bro. Chas. Vandawalker, member of Div. 460.

Pittsburg, Pa., Nov. 7, killed, Bro. A. P. Gordon, member of Div. 464.

Covington, Ky., July 14, suicide, Bro. P. H. Marquis, member of Div. 489.

Sioux City, Ia., Nov. 9, Bro. Peter W. Murphy, member of Div. 490.

Sedalia, Mo., Oct. 20, fatty degeneration of heart, Bro. J. H. Barker, member of Div. 517.

Defiance, O., Nov. 4, paresis, Bro. T. Murphy, member of Div. 519.

Winnipeg, Man., Can., Nov. 7, tumor, Bro. G. A. Holts, member of Div. 535.

Woodsville, N. H., Oct. 17, acute indigestion and apoplexy, Bro. Geo. H. Tewksbury, member of Div. 572.

Sheridan, Wyo., Oct. 23, Bro. W. H. Bennett, member of Div. 624.

Du Bois, Pa., Oct. 30, cerebral hemorrhage, Bro. W. O. Stone, member of Div. 626.

Quincy, Ill., Oct. 30, killed, Bro. J. J. Freese, member of Div. 644.

Chicago, Ill., Oct. 13, Bro. Seth Phillips, member of Div. 645.

Brethren, Mich., Oct. 19, Bro. C. D. Smith, member of Div. 670.

Montreal, P. Q., Can., Nov. 5, toxæmia, Bro. Frederick E. Walker, member of Div. 689.

Palatka, Fla., Oct. 28, blood poison, Bro. R. H. Robie, member of Div. 786.

Mobridge, S. D., Oct. 17, typhoid fever, Bro. Fred Anderson, member of Div. 806.

Edmonton, Alta., Can., Oct. 27, wounds received in war, Bro. L. B. Gray, member of Div. 817.

Miami, Fla., Oct. 11, typhoid fever, Bro. Ira L. Day, member of Div. 838.

Pine Bluff, Ark., Oct. 11, Bro. Geo. Dempsey, member of Div. 858.

Galion, Ohio, peritonitis, Mrs. B. M. Miller, wife of Bro. Boyd M. Miller, member of Div. 16.

Scotfield, Utah, Aug. 20, Mrs. J. F. Broyles, wife of Bro. J. F. Broyles, member of Div. 713.

York, Pa., Sept. 11, Mrs. Mary Melvin, mother of Bro. J. W. Melvin, member of Div. 52.

## Into Division—

- 5—A. N. Naylor, from Div. 143.
- 45—Howard S. Shunk, from Div. 74.
- 50—O. H. Newcomer, from Div. 464.
- 64—S. H. Boulter, from Div. 439.
- 140—J. D. Maxwell, from Div. 275.
- 148—M. R. McDowell, from Div. 373.
- 161—W. T. Cushing, from Div. 664.
- 303—Harry Denton, from Div. 263.
- 376—Geo. Hiller, from Div. 267.
- 409—L. G. Poston, from Div. 646.
- 489—Walter Gilson, Nicholas Dailey, H. G. Lancaster, from Div. 829.
- 510—C. A. Harvey, Geo. F. Shaw, from Div. 828.
- 558—C. H. Hinman, from Div. 753.
- 589—T. R. Junger, from Div. 756.
- 604—D. E. Seaton, from Div. 364.
- 660—G. A. Whitney, from Div. 756.
- 709—C. W. Jenkins, from Div. 672.
- 716—Alex McPhail, Fred Hall, from Div. 817.
- W. J. Croteson, from Div. 854.
- M. E. Dohm, from Div. 737.
- 766—L. B. Hansell, S. A. Renner, from Div. 660.
- 787—C. E. Stone, from Div. 210.
- 794—L. J. Wasch, T. L. Ray, from Div. 846.
- 817—M. L. Dohrt, from Div. 716.
- 838—H. W. Taylor, from Div. 369.
- J. M. Savage, W. A. Gates, from Div. 717.
- 844—Walter B. Estile, from Div. 80.
- Jas. A. Burns, from Div. 205.
- 854—A. M. Belfoy, from Div. 817.
- 855—Geo. H. Purvis, from Div. 737.
- Noble Oliver, from Div. 583.
- Geo. Hallson, from Div. 854.
- 856—J. W. Quirk, from Div. 298.
- 863—R. M. Franchesure, from Div. 206.
- 866—F. F. Anderson, R. E. Brown, from Div. 449.
- W. F. Peace, C. D. Pinner, from Div. 265.
- E. P. Blackley, Vernon Smith, J. O. Pinner, from Div. 435.

## WITHDRAWALS

- | From Division—     | From Division—         |
|--------------------|------------------------|
| 12—O. E. Maxwell   | 463—Chas. A. Jennings. |
| 20—B. E. Harner.   | 473—J. B. Fraser.      |
| 263—E. J. Miller.  | 544—Elmo F. Hinman.    |
| 382—Wm. Tunkey.    | 756—Thos. Rees.        |
| 383—G. H. Berding. | 809—W. G. Hammond.     |

## REINSTATEMENTS

- | Into Division—       | Into Division—           |
|----------------------|--------------------------|
| 65—A. B. Davis.      | 405—W. S. Barrett.       |
| 72—Jefferson Shadle. | 425—C. H. Miller.        |
| 75—R. Berger.        | 427—J. J. Shinn.         |
| 97—W. B. Feathera.   | 442—T. N. Stephens.      |
| 110—J. G. Starbuck.  | 443—J. E. Ramsey.        |
| F. A. Templeton.     | 448—R. C. Kerns.         |
| 139—J. A. Jordan.    | 464—O. H. Newcomer.      |
| 175—W. S. Welker.    | 477—M. P. Simms.         |
| 233—R. G. Newberry.  | 484—Walter L. Brewer.    |
| 239—J. L. Burkhardt. | 590—Harry L. Singeltary. |
| M. T. DeLong.        | 624—C. L. Lauder.        |
| 250—I. I. Stumpff.   | 646—L. G. Poston.        |
| 256—J. I. Reynolds.  | 706—J. L. Sanders.       |
| 282—F. L. Britton.   | 731—H. E. Ballard.       |
| 309—E. Redd.         | 737—Mike E. Dohm.        |
| A. I. Andrews.       | 771—H. A. Lewis.         |
| 364—S. E. Howard.    | J. L. Sutton.            |
| A. C. Clough.        | 827—D. P. Faust.         |
| 368—H. W. Bradley.   |                          |

The reinstatement of H. O. Bassett into Div. 770, which appeared in the November JOURNAL, has been declared illegal by the G. C. E.

The reinstatement of Fred J. Angus into Div. 77, which appeared in the October JOURNAL, was an error.

## EXPELLED

## FOR NON-PAYMENT OF DUES

## From Division—

64—Henry Monahan.  
493—C. J. Goupill.  
503—Chas. H. Dailey.

## From Division—

726—A. E. Peterson.  
827—M. D. Wilson.

## FOR OTHER CAUSES

## From Division—

1—F. F. Eldert, non-payment of dues and assessments.  
16—E. L. Humberger, violation of obligation.  
58—Wm. J. Day, forfeiting insurance.  
63—John W. Forbes, forfeiting insurance.  
66—J. J. Cummings, Joe. G. King, N. A. King, forfeiting insurance.  
121—I. C. Schreck, violation of obligation.  
143—Chas. E. Strong, forfeiting insurance.  
171—M. Scott, unbecoming conduct.  
214—R. J. Hill, violation of obligation.  
215—W. F. Mahoney, W. H. Maxey, J. O. Whiting-hill, forfeiting insurance.  
225—F. J. Moore, not corresponding with Division.  
244—W. N. Morrison, forfeiting insurance.  
281—W. T. Shepard, violation of Sec. 52, Statutes.  
314—F. J. Kasehagon, not corresponding with Division.  
328—Thos. J. VanRiper, forfeiting insurance.  
367—L. L. Hillsinger, violation of obligation.

391—J. A. Leary, violation of obligation.

396—Josiah Gossard, Chas. Leat, violation of obligation.

401—G. W. Goolaby, unbecoming conduct.  
G. E. Lestourgon, forfeiting insurance.

496—J. C. Comer, non-payment of assessments.

511—J. L. Haws, violation Sec. 52, Statutes.

581—Frank McGillvary, forfeiting insurance.

653—Francis Heinbach, non-payment of dues and assessments.

656—B. B. Mercer, forfeiting insurance.

704—W. L. Runnels, forfeiting insurance.

719—W. J. Lynch, forfeiting insurance.

741—H. A. Becker, forfeiting insurance.

782—W. H. Pike, forfeiting insurance.

786—J. R. Sapp, forfeiting insurance.

794—A. E. Holliger, C. J. Hagerty, forfeiting insurance.

799—R. L. Shaw, forfeiting insurance.

815—G. M. Long, J. P. Hughes, forfeiting insurance.

838—R. H. Keesee, violation of obligation.

The expulsion of Bros. J. H. Weidman and J. W. Newman from Div. 706, which appeared in the October JOURNAL, was an error on the part of former Sec.-Treas. in reporting to the Grand Office.

The expulsion of Bro. J. M. Savage from Div. 717, in 1914, has been reconsidered by the Division and declared an error.

J. L. REARDON, S.-T. Div. 717.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

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## LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

## Official Notice of Assessments 595-599

## SERIES O

OFFICE OF ASSOCIATION, ROOM 1136 B. OF L. E. BLDG.

To the Division Secretaries L. E. M. L. and A. I. A.

CLEVELAND, OHIO, Dec. 1, 1916.

Dear Sirs and Bros.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 120, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO C. E. RICHARDS, GENERAL SECRETARY-TREASURER. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst	Name	Age	No. of Div.	Date of Admission	Date of Death or Disability	Cause of Death or Disability	Am't of Ins.	To Whom Payable
521	F. A. Kilander...	45		187 Jan. 8, 1904	Sept. 24, 1916	Bright's disease....	\$1500	Peter O. Kilander, b.
522	G. H. Tewksbury...	58		572 Dec. 22, 1901	Oct. 17, 1916	Acute indigestion....	3000	Rachel Tewksbury, w.
523	Walter Maulsby...	41		284 July 19, 1910	Oct. 9, 1916	Bichloride poisoning...	3000	Elsie G. Maulsby, w.
524	John B. Murphy...	53		16 Feb. 26, 1902	Oct. 7, 1916	Killed.....	1500	Alma A. Murphy, w.
525	Chas. McCreary...	42		683 Sept. 24, 1905	Aug. 24, 1916	Operation on kidney...	1500	Mrs. S. E. Lane, s.
526	P. H. Folmsbee...	69		617 Oct. 25, 1887	July 10, 1915	Blind right eye.....	4500	Self.
527	F. R. Anderson...	35		805 Feb. 16, 1908	Oct. 17, 1916	Typhoid fever.....	1500	Ella M. Anderson, w.
528	Bert E. Johnson...	46		167 May 8, 1910	Oct. 15, 1916	Myocarditis.....	3000	Mrs. Albt Johnson, m.
529	Wm. Risher...	69		124 May 12, 1886	Oct. 16, 1916	Cerebral hemorrhage...	3000	Jennie Risher, w.
530	Chas. L. Wood...	45		25 Mar. 26, 1900	Oct. 9, 1915	Blind left eye.....	3000	Self.
531	J. F. Delay...	54		207 Mar. 29, 1903	Oct. 19, 1916	Suicide.....	3000	Adella E. Delay, w.
532	M. J. Murray...	52		235 May 13, 1899	Oct. 16, 1916	Tuberculosis.....	1500	Ida Murray, w.
533	B. F. Enloe...	36		267 June 6, 1915	Sept. 8, 1916	Killed.....	4500	Brothers and Sister.
534	Otto J. Owen...	36		11 Dec. 29, 1913	Oct. 7, 1916	Killed.....	1500	Flora M. Owen, w.
535	A. C. Wagner...	52		295 Sept. 17, 1899	Oct. 19, 1916	Paralysis.....	3000	Henrietta Wagner, w.
536	W. W. Richardson...	65		165 July 8, 1890	Oct. 20, 1916	Paralysis.....	3000	Eliz' th Richardson, w
537	Chas. H. Swem...	66		109 June 18, 1898	Oct. 23, 1916	Myocarditis.....	3000	Children.
538	G. W. Kincaid...	57		38 Feb. 21, 1893	Oct. 20, 1916	Apoplexy.....	1500	Mrs. R. E. Kincaid, w
539	J. H. Barker...	66		517 Jan. 25, 1894	Oct. 20, 1916	Fatty deg'rat'n of h't	4500	Hattie D. Barker, w.
540	Thos. Duffy...	51		135 Sept. 30, 1903	Oct. 19, 1916	Opera'n rupt. uretha	1500	Delia Duffy, w.
541	Albert Peterson...	38		53 Oct. 24, 1910	Oct. 21, 1916	Fatty deg'rat'n of h't	1500	Ella E. VanBuren, s
542	W. O. Jennings...	54		53 July 28, 1903	Oct. 21, 1916	Pernicious anaemia...	1500	Wife and children.
543	Oscar St. Marie...	38		91 Mar. 28, 1909	Oct. 21, 1916	Heart failure.....	1500	Marie L. St. Marie, w
544	Seath Phillips...	31		645 Mar. 12, 1916	Oct. 13, 1916	Hemorrhage of brain...	1500	Jane P. Phillips, w.
545	Frank S. Shepherd...	57		357 Dec. 19, 1902	Oct. 13, 1916	Killed.....	3000	Jennie E. Shepherd, w
546	John Campbell...	79		251 May 10, 1885	Oct. 19, 1916	Arterio sclerosis.....	3000	Mary Campbell, w.
547	John J. Brady...	64		352 Oct. 27, 1897	Oct. 23, 1916	Paralysis.....	3000	Florence V. Brady, w
548	R. Fitzgerald...	57		249 Mar. 8, 1890	Oct. 18, 1916	Killed.....	3000	Kate Fitzgerald, w.
549	G. K. Moshier...	69		286 Oct. 3, 1896	Sept. 20, 1916	Bronchial asthma....	1500	Laura A. Bettes, d.
550	E. B. Martin...	49		125 Sept. 14, 1910	Oct. 11, 1916	Nephritis.....	1500	Minnie C. Martin, w.
551	F. J. Hathaway...	39		15 May 3, 1915	Oct. 26, 1916	Typhoid fever.....	1500	Eliz' th Hathaway, w.
552	Geo. H. Edwards...	72		61 Jan. 19, 1871	Oct. 8, 1916	Cancer.....	3000	Sarah F. Edwards, w.
553	W. O. Stone...	50		626 Feb. 1, 1914	Oct. 30, 1916	Hemorrhage of brain...	1500	Loretta Stone, w.
554	J. M. Hanson...	63		131 Jan. 18, 1892	Oct. 24, 1916	Carcinoma of liver...	1500	Hortense Hanson, d.
555	J. L. Francis...	53		61 May 15, 1901	Oct. 11, 1916	Locomotor ataxia....	1500	Evelyn Francis, w.
556	G. H. Woodrow...	43		145 July 28, 1907	Oct. 5, 1916	Paralysis of brain...	1500	Mary Woodrow, s.
557	Wm. J. Bolton...	57		177 Aug. 21, 1900	Oct. 30, 1916	Heart trouble.....	3000	Nona Bolton, w.
558	W. F. Shelton...	35		857 Dec. 17, 1913	Oct. 6, 1916	Left leg amputated...	1500	Self.
559	B. Schimelpfenig...	59		182 Apr. 6, 1885	Oct. 29, 1916	Nephritis.....	4500	E. B. Schimelpfenig, w
560	Fred J. Fisk...	59		305 Sept. 7, 1901	Oct. 30, 1916	Chronic nephritis...	1500	Martha E. Fisk, w.
561	John H. Clark...	60		43 July 30, 1900	Oct. 7, 1914	Blind right eye.....	1500	Self.
562	G. E. Viquesney...	55		25 July 17, 1890	Nov. 8, 1916	Cancer of stomach...	3000	Mary E. Viquesney, w
563	M. J. McCann...	58		287 Oct. 8, 1887	Nov. 2, 1916	Left leg amputated...	1500	Self.
564	Wm. A. Baker...	33		287 Mar. 18, 1916	Nov. 6, 1916	Killed.....	3000	Nora N. Baker, w.
565	D. H. Ford...	68		338 Dec. 28, 1887	Oct. 26, 1916	Disease of stomach...	3000	Marion Ford, w.
566	Elmer E. Butten...	54		1 May 21, 1901	Oct. 28, 1916	Killed.....	1500	Martha Butten, w.
567	John G. Ingram...	48		481 Mar. 31, 1890	Oct. 2, 1916	Chronic nephritis...	3000	Kate Ingram, m.
568	Albert J. Henry...	35		57 June 23, 1907	Oct. 19, 1916	General paralysis...	1500	Jennie M. Henry, w.
569	C. Vandawalker...	84		460 June 18, 1874	Oct. 25, 1916	Complication of dis'es	3000	Anna Vandawalker, w
570	Jas. A. Fox...	58		287 Feb. 17, 1887	Nov. 8, 1916	Locomotor ataxia....	1500	Lizzie J. Fox, w.
571	Joshua Rhodes...	61		310 Aug. 7, 1893	Oct. 19, 1916	Paralysis.....	1500	Mary L. Rhodes, w.
572	R. G. McLagan...	59		474 May 30, 1890	Nov. 1, 1916	Pneumonia.....	1500	Agnes McLagan, w.
573	J. H. Caulk...	54		269 Dec. 15, 1900	Oct. 4, 1916	Chronic nephritis...	3000	Mae J. Caulk, w.
574	H. B. Gaffney...	28		531 Oct. 20, 1913	Sept. 2, 1915	Blind right eye.....	4500	Self.
575	Wm. H. Schlesser...	43		405 Aug. 9, 1903	Apr. 12, 1916	Right eye removed...	4500	Theresa Schlesser, m
576	L. G. Hewitt...	48		672 Mar. 20, 1907	July 1, 1916	Killed.....	3000	Self.
577	Ralph W. Gholson...	33		739 Feb. 24, 1913	Sept. 20, 1916	Killed.....	1500	Frances Gholson, s.
578	J. J. Berry...	45		480 Feb. 2, 1904	Sept. 30, 1916	Killed.....	3000	Nellie K. Berry, w.
579	Amos Burris...	61		459 Dec. 1, 1895	Oct. 11, 1915	Blind left eye.....	3000	Self.
580	J. W. Gary...	61		30 Dec. 26, 1889	Oct. 7, 1916	Carcinoma.....	3000	Zula Gary, w.
581	I. L. Day...	40		838 July 25, 1909	Oct. 11, 1916	Typhoid fever.....	4500	Sarah C. Day, m.
582	George Dempsey...	53		858 May 27, 1903	Oct. 12, 1916	Arterio sclerosis...	1500	Mary Dempsey, w.
583	Jos. H. Davidson...	42		4 June 17, 1906	Oct. 12, 1916	Rupture gall bladder	1500	Sisters.
584	C. D. Smith...	51		670 Oct. 20, 1907	Oct. 19, 1916	Gastro enteritis...	1500	Millie Smith, w.
585	Wm. Scott...	76		110 Dec. 1, 1886	Oct. 23, 1916	Self.....	3000	Mary Scott.
586	G. W. Strombeck...	41		178 June 11, 1904	Oct. 24, 1916	Tuberculosis.....	1500	Lucre'ia Strombeck, w
587	Wm. Rowland...	68		171 July 12, 1892	Oct. 30, 1916	Endocarditis.....	1500	Margaret Rowland, w
588	Thos. F. Foster...	40		820 June 25, 1906	Nov. 2, 1916	Myocarditis.....	4500	Myrtle S. Foster, w.
589	Thos. Nuckles...	67		352 Dec. 1, 1890	Nov. 2, 1916	Neuralgia of heart...	1500	Hattie Nuckles, w.
590	H. Presley...	65		8 Feb. 19, 1896	Nov. 2, 1916	Arterio sclerosis...	1500	Mamie F. Presley, w.
591	Timothy Murphy...	48		519 June 8, 1902	Nov. 4, 1916	Paresia.....	1500	Mary Murphy, s.
592	Arthur Knill...	67		20 Nov. 12, 1898	Nov. 5, 1916	Hemorrhage of lungs...	1500	Martha J. Knill, s.
593	F. E. Walker...	44		689 May 27, 1907	Nov. 5, 1916	Nephritis.....	1500	Eusebia H. Horsley, s
594	J. V. Fitzsimmons...	61		246 July 7, 1890	Nov. 5, 1916	Heart disease.....	3000	Children.
595	Samuel P. Beverly...	60		64 Apr. 2, 1899	Nov. 7, 1916	Diabetes.....	1500	Amelia Beverly, w.
596	E. C. Bailey...	58		666 Aug. 17, 1892	Nov. 8, 1916	Nephritis.....	3000	Mary E. Bailey, w.
597	Peter W. Murphy...	42		490 Mar. 11, 1900	Nov. 9, 1916	Killed.....	1500	Anna J. Murphy, w.
598	C. E. Ehrenfeld...	37		287 Feb. 10, 1903	Nov. 12, 1916	Nephritis.....	1500	Anna Ehrenfeld, w.
599	Eber Blanchard...	58		12 Jan. 28, 1902	Nov. 14, 1916	Myocarditis.....	1500	Kitty Blanchard, w.

Total number of death claims

Total number of disability claims

71 / 79

Total amount of claims, \$184,500.00

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Claim	Div.	Name	Amount Paid	Claim	Div.	Name	Amount Paid
973	850	G. L. Moore.....	\$28 57	22	540	E. R. Mathews.....	\$40 00
974	763	James P. High.....	5 71	23	554	W. R. Johnson.....	62 86
*975	542	M. O. Richards, Adv.....	90 00	24	602	Fred H. Dunlap.....	117 14
*977	331	A. L. Terrell, Adv.....	150 00	25	602	W. McKinnery.....	17 14
*978	262	P. J. Conroy, Adv.....	225 00	26	634	B. E. Brandtner.....	22 86
*979	267	J. E. Divilbiss, Adv.....	130 00	27	731	C. H. Myers.....	88 57
980	125	John R. Atkinson.....	340 00	28	524	L. J. Pence.....	448 57
981	249	Robt. E. Fitzgerald.....	65 71	29	448	E. W. Price.....	60 00
982	815	Thos. B. Twombly.....	11 43	30	313	W. A. Eddington.....	37 14
983	719	J. S. Foster.....	81 43	31	511	Howard J. Payne.....	48 57
984	617	F. L. Fleenor.....	20 00	32	514	E. E. Smith.....	5 71
985	600	John W. Skinner.....	25 71	33	500	J. J. Templeton.....	22 86
986	595	John W. Gold.....	111 43	34	325	W. G. Leaf.....	48 57
987	568	W. D. Robbins.....	202 86	35	296	C. P. Colvin.....	11 43
988	524	E. Gipson.....	748 57	36	158	Otto H. Albertson.....	21 43
989	517	W. M. Letts.....	90 00	37	325	H. S. Warner.....	20 00
990	495	B. E. Eastburn.....	25 74	38	141	Oscar W. Steck.....	34 29
991	495	Robt. C. Gorey.....	45 71	39	432	Henry Stephens.....	15 00
992	484	M. Mahaffey.....	25 71	40	294	Frank E. Davis.....	30 00
993	474	A. I. Green.....	114 29	41	45	S. E. Pace.....	42 86
994	445	Oscar B. Willis.....	6 43	42	208	John Leaf.....	140 00
995	408	L. Nelson.....	114 29	43	212	Harry Dean.....	22 86
996	404	Robert Todd.....	125 71	44	262	Wm. B. Adderholt.....	53 57
997	351	W. A. Fitzpatrick.....	75 00	45	299	M. E. Smith.....	37 14
998	190	M. S. Duke.....	45 00	46	333	D. Ryan.....	45 00
999	177	W. T. Swain.....	107 16	47	665	N. P. Rhodes.....	60 00
1000	132	Thos. Quirk.....	37 14	48	336	Patrick Glynn.....	154 29
1	101	F. S. Hunter.....	25 71	467	339	W. B. Stevenson, Bal.....	185 71
2	66	M. J. Stehling.....	2143	*818	210	J. L. Fickling, Adv.....	150 00
3	19	J. W. Prather.....	37 14	884	218	Nelson F. Gould, Bal.....	682 86
4	19	J. H. Rowland.....	48 57	*203	19	Frank S. Padgett, Adv.....	100 00
5	19	Edgar B. Detrick.....	100 00	*367	853	C. Y. Fuller, Adv.....	180 00
6	37	Wm. N. Dalton.....	17 14	*637	568	J. M. Cox, Adv.....	100 00
7	309	W. D. Barker.....	40 00	76	408	G. W. Moore, Bal.....	182 86
8	194	J. P. Elam.....	22 86	*368	882	C. A. Hessler, Adv.....	100 00
9	569	Ernest Benjamin.....	28 57	359	585	R. S. Hunt, Bal.....	115 74
10	42	John Holloran.....	40 00	578	220	Bert Sage, Bal.....	98 57
11	66	John O'Halloran.....	51 43	777	8	George Grant, Bal.....	117 86
12	66	A. E. Pollard.....	71 43	*949	66	C. A. Robinson, Adv.....	70 00
13	156	George C. Allen.....	94 29	*436	569	J. C. Hartzler, Adv.....	100 00
14	184	F. D. Tice.....	91 43	*915	89	Peter Adrick, Adv.....	100 00
15	242	George W. Butler.....	48 57	*579	488	Henry Fahrmeyer, Adv.....	200 00
16	267	J. B. Hendley.....	31 43	*174	325	J. C. McClellan, Adv.....	400 00
17	271	B. C. Clements.....	115 74	*916	290	Alex T. Stewart, Adv.....	125 00
18	307	Wm. Simpson.....	17 14	529	372	Henry Manley, Bal.....	22 57
19	372	Arthur W. Beckley.....	40 00	702	19	S. B. Bean, Bal.....	170 00
20	375	J. W. Freeman.....	45 71	845	444	Walter E. Will, Bal.....	97 14
21	444	James F. Benson.....	100 00				
							\$13,525 88 13,525 88

Total number of Weekly Indemnity Claims, 136. \*Number of Advance Payments on Claims, 15.

\*\*Claims reopened, 2.

#### INDEMNITY, DEATH AND DISABILITY CLAIMS PAID NOVEMBER 1, 1916.

Claim	Div.	Name	Amt. Paid	
180	29	W. E. Isbester.....	\$2,100 00	
181	711	Samuel I. White, right leg amputated.....	2,100 00	
182	267	W. M. Brown.....	2,100 00	
			\$6,300 00	\$6,300 00
				\$19,825 88

Total number of Indemnity Death and Disability Claims, 3.

Weekly Indemnity Claims paid from December 1, 1906, to October 1, 1916 \$830,538 19

Indemnity Death and Disability Claims paid from April 1, 1907, to Oct. 1,

1916..... 310,897 85

\$1,141,436 04 \$1,141,436 04

\$1,161,261 87

#### NOTICE TO INDEMNITY POLICYHOLDERS.

The First Quarterly Premium for 1917 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 31st of December, 1916. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President,

C. E. RICHARDS, Gen'l Sec'y & Treas.

# PAIN AND ITS RELIEF

By Dr. E. L. Abogado

**O**URS is not a nation of Stoics. We are not indifferent to pain. We abhor it. Be it ever so slight, we fume and fret until we get rid of it, because it annoys us—it interferes with our work and pleasure.

And if pain is severe—the pain of rheumatism, sciatica, neuralgia, gout or some acute nerve derangement—we are apt to regard it as sufficient excuse for a hurried call at the doctor's office.

In the aggregate, the American people probably suffer more annoying, useless pain, than any other people on the face of the earth.

That is because of the intensity of our complex civilization—the strenuousness of our effort to secure dollars—the rapidity of our pace in pursuit of pleasure—the indulgence of our appetites.

Rich, poor, saint, sinner, stray from the straight, narrow path of nature's immutable law, until Pain is so universally present, so much of the time, that one can scarcely find a home, in any walk in life, in all this broad land, that is unacquainted with pain. Pain is so common that to see a frown is to bring forth the question, "Are you in pain?"

Despite the almost universal prevalence of pain in its various manifestations, it is a curious fact that some people dread to assume the responsibility of attempting to relieve themselves of it, almost as much as they dread the pain itself.

How fortunate therefore it is, that there is a simple and reliable remedy, which, because of its power to bring sure and

speedy relief from pain in any form, may be termed a "pain specialist."

Ready to minister to the need of every one who suffers pain, regardless of its primary cause, anti-kamnia tablets await your call at every drug store.

The development of most diseases is heralded by pain and fever, and while in no sense a cure-all, anti-kamnia tablets are exceedingly useful in a large number of diseases.

That is because these tablets are quite as effective as reducers of fever as they are as relievers of pain.

Therefore, they have their use in any disease where pain or fever exists, either together or separately.

It is gratifying to note that prominent practitioners everywhere have prescribed anti-kamnia tablets with most satisfying results in the treatment of all kinds of headache, migraine, neuralgia, la grippe, and its after-effects; as a sedative in indigestion, gastralgia, dyspepsia, hysteria and insomnia; as an antipyretic in intermittent and malarial fevers and bronchitis and for the severe pains of toothache, sciatica, rheumatism and gout.

You know full well when you are in pain or when you feel feverish, and it doesn't require a physician's advice to tell you so—nor is a prescription needed to take anti-kamnia tablets. They may be obtained in any quantity desired.

You'll find it no longer necessary to take your every ache and pain to a doctor, when you have once learned of the quick relief afforded by anti-kamnia tablets, the pain specialists, at the corner drug store.

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